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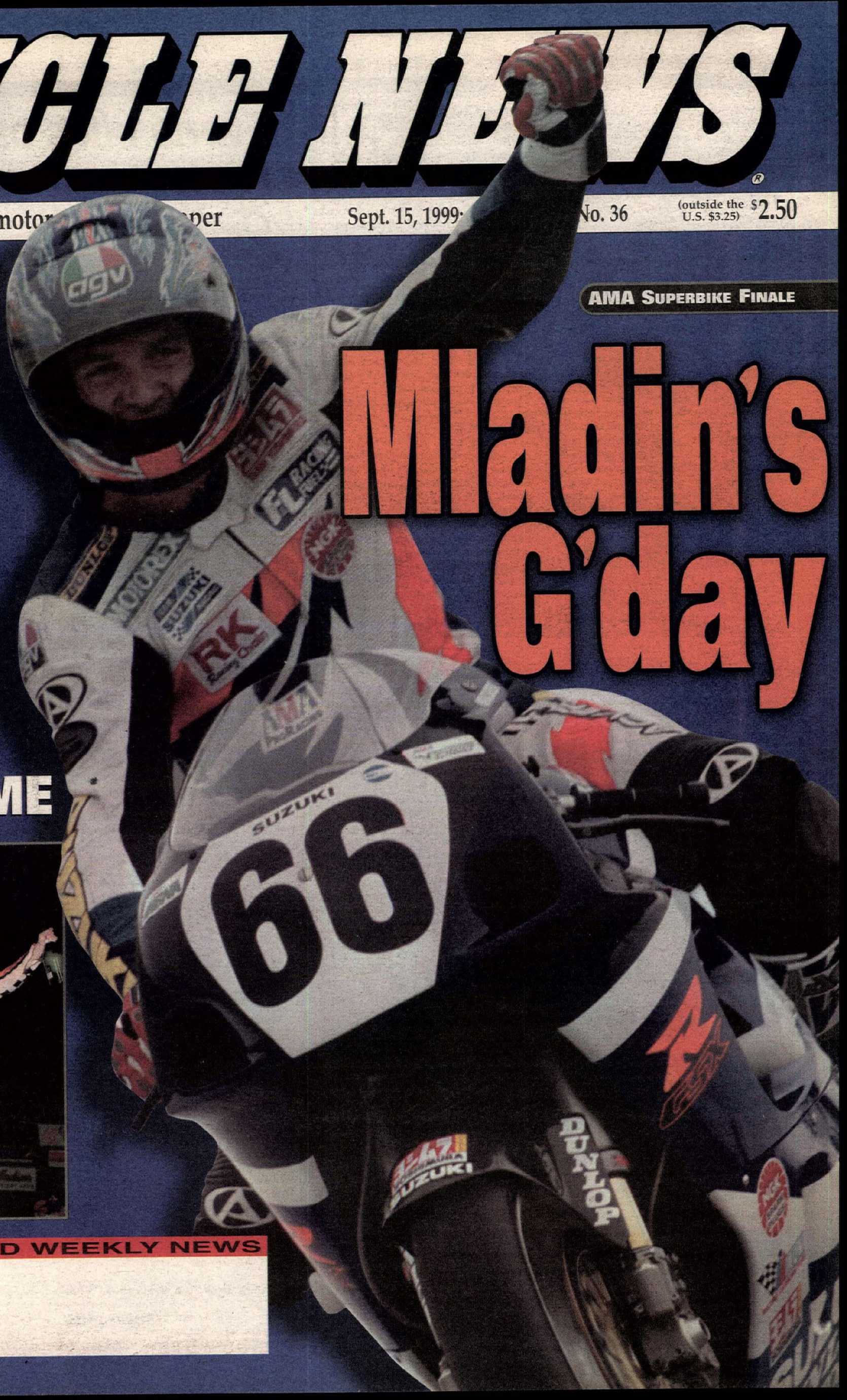



NEW YAMAHA STREETBIKES

VALENCIA GP

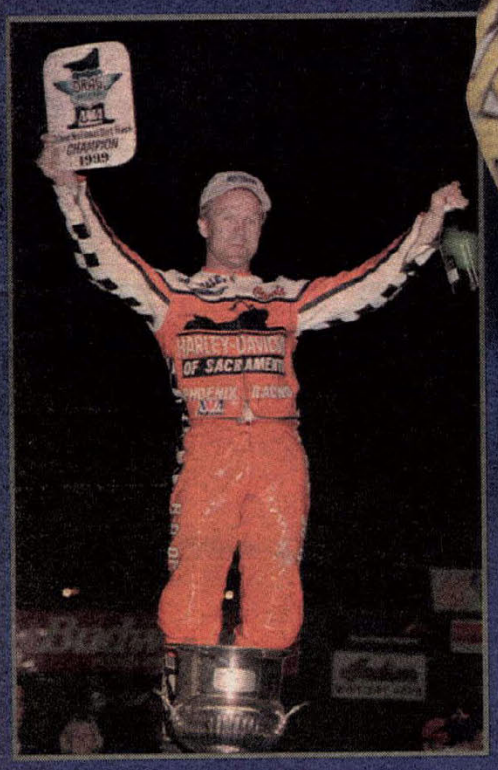
GREG ALBERTYN INTERVIEW

AMA SUPERBIKE FINALE

# Mladin's G'day

GRAND NATIONAL CHAMPIONSHIP

## CARR TAKES IT HOME




TIME DATED MATERIAL MAILED SEPTEMBER 7, 1999

TIME DATED WEEKLY NEWS

**Aaron Brown** (Hon) and **James Large** (H-D) emerged as winners from the Goshen Iron Horseman National Hillclimb on September 19. Brown scored his first-ever victory in the 540cc class, topping **Ted Wilkins** (Rtx) and **Phil Libhart** (Tri). In 800cc class action, **Jeff Thomas** (Yam) finished second, with **Glen Petty Jr.** (H-D) third.

Newly crowned Australian 125cc GP and 250cc Production Champion **Brock Parkes** has been granted a wild card entry for the Australian Grand Prix, scheduled for October 3 at the Phillip Island circuit in Victoria, Australia. The 17-year-old will ride a Honda RS125.

Unless some changes are made, we may not see **Nicky Hayden** at the Grand National Championship dirt tracks in 2000. "I don't know," Hayden said when asked if he'd be dirt tracking next year. "I've kind of given it a lot of thought. I'm kind of weighing my options. I still have two more races this year. Dirt track is just something I really enjoy doing, and I've got a great team with TCR. Tom Cummings and Davey (Watts), those guys do me a great job. But dirt track, it's really not going anywhere, you know. Every week it's the same stuff. The tracks are bad; they are late. You know, I would like to, but I think if I do it the AMA is going to have to step up and get some new people in there and make it a lot better of a program. You know just last week a good friend of mine, Toby Jorgensen, got hurt at Dallas at a track we shouldn't have really been at and they sent us there anyway. You know, like lap eight in the main, he went down. You know he's just another kid, I think he's the same age as me, and it's really unfortunate he got hurt and hopefully we can all keep him in our prayers and he'll be all right. To answer your question, I don't know yet - I'm thinking about it."

In related news, the **Professional Motorcycle Racing Owners Group** met prior to the Sacramento Mile and officially notified the AMA that if track conditions at the series final **Del Mar Mile** were not deemed to be safe enough to run on by the PMROG, then a mass **pullout** of the event by the group, which represents most of the top teams on the AMA Grand National Dirt Track circuit, would be considered. This notification came in the wake of the recent concern over track safety at the Dallas Mile, where California racer Toby Jorgensen was gravely injured. The Del Mar and Dallas tracks feature similar sand-based surfaces. "We just wanted to let the AMA know that we were concerned about the safety of the Del Mar track in light of what happened in Dallas," said current PMROG president Dave Burks, who owns the H-D of Missouri team for which Joe Kopp and Kenny Coolbeth currently ride. "We do not want the track to be a shitbox like it has been for the past three or four years. We have not threatened a boycott. Until we get to the track and see it, we cannot make that decision. The AMA is supposedly going to send someone down to look at it. We would like to remain united on this. Until we get there and see it, who knows?"

An update on injured racer **Toby Jorgensen**: The 17-year-old from Stockton, California, has remained in critical condition at Parkland Memorial Hospital in Dallas since his crash at the Dallas Mile on September 11th. Sources close to the family have reported that doctors have remained very concerned about the spread of infection in Jorgensen's body. Six surgeries have been performed in an effort to remove necrotic muscle tissue in Jorgensen's body. Doctors have remained guarded with regard to Jorgensen's prognosis.

Speedway fans looking for a blast from the past ought to check out the **31st Coors Light U.S. National Speedway Championship** at the Orange County Fairgrounds in Costa Mesa, California, as former speedway superstar **John Cook** is listed among the racers competing for the title. Cook earned a spot in U.S. National field after competing as a wild card in the U.S. Open at New Champion Speedway in Owego, New York. A former British League star, Cook is also a former two-time U.S. Long Track Champion, and he won the American Final with a 15-point maximum score in 1985. Since retiring from his full-time speedway career, Cook has been involved in the personal watercraft industry while living in Sweden. The U.S. National is scheduled to start at 7:30 p.m. on October 2. For more information, call 949/492-9933.

Newly crowned AMA Mazda Truck Motocross National Champions **Greg Albertyn** and **Ricky Carmichael** top the list of those who collected cash from the $100,000 bonus fund posted by series sponsor Mazda Trucks.

The final rounds of the **Australian Supercross Masters Series** coincided with the opening of the all-new, $150 million **Sydney Superdome**, September 11-12 in Sydney, Australia. The 20,980-capacity Superdome will host both the basketball and gymnastics competitions at the Sydney 2000 Olympics next September. O'Neal Honda rider **Michael Byrne** clinched the series after a win in the final round's race last Sunday, defeating previous series leader and teammate **Cameron Taylor** by three points. Yamaha's **Andrew McFarlane** claimed the penultimate round on Saturday and third on Sunday to finish third overall. Both Byrne and McFarlane will be representing Australia in the upcoming Motocross des Nations in Indaiatuba, Brazil this weekend, according to *Cycle News* contributor Darryl Flack.

Pee Wee racer **Forrest Lane** will be featured on an upcoming edition of **Real TV**. The television show will feature the six-year-old Lane racing and jumping his Cobra over 70 feet off a jump. Check your local listings.

**Kawasaki** will post over $5 million in contingency money in 2000, according to a press release from the company. The program covers events from the national events like the AMA Supercross and AMA 600cc Supersport Series to regional events. Professional racers will receive cash while all others will get "Green Bucks" - coupons that can be redeemed for merchandise at Kawasaki retailers. For more information, call 949/770-0400, ext. 2633.

Dealers attending the **Suzuki 2000** model year business meeting in Las Vegas, Nevada, September 20-22, will be introduced to the company's new **Service Pro** lineup of service training programs. Designed to develop the experienced service technician into a Suzuki service professional, the training will be centered on Suzuki motorcycles.

**Los Angeles Country Raceway** (LACR) and the California Racing Club will host the CMC Trans-Cal Series on October 3 in Palmdale, California. For more information, call 805/272-8889.

**Malcolm Smith Motorsports** of Riverside, California, will be hosting its grand re-opening and 2nd annual "After the Other Guy's Parking Lot Sale" on October 2. For more information, call 909/687-1300.

**Dan Salomone** has recently been named the new KTM Sportmotorcycles Northeast Regional Sales Manager, and is based out of Higganum, Connecticut. **Todd Jones** has been appointed to the position of Husaberg Sales Cordinator and will operate out of KTM's eastern office in Amherst, Ohio.

**KTM Sportmotorcycles** will be on hand at the Branson USA Motorcross Championships on October 1-3 to provide parts and technical support to all KTM riders. The Branson, Missouri, event will also be the final round of the first annual KTM Race of Champions. Riders will compete on identical KTM 65 SXs in their final two motos for the ultimate title in amateur racing. So far **Mike Alessi** has dominated the series by winning round one at the World Mini Grand Prix in Las Vegas, Nevada, and round two at Ponca City, Oklahoma.

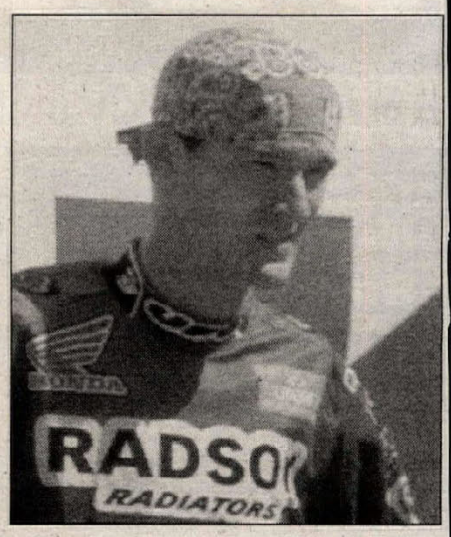
**HRP Sports** will begin accepting racer resumes on October 1. Resumes can be sent to HRP Sports, attn: race support, P.O. Box 190, Somersworth, NH 03878.

**Sinsalo Pacific** is now accepting racer resumes for the 2000 racing season. Resumes can be sent to Sinsalo Pacific, 27833 Ave. Hopkins, #2, Valencia, CA 91355.

**Maxima** will be accepting racer resumes for the 2000 racing season in October and November. Resumes can be sent to Maxima, attn: race support, 9266 Abraham Way, Santee, CA 92071.

**Kawasaki Team Green** is currently accepting racer resumes for the 2000 season through October 15. Resumes

# Everts bites back at Fastcross




One week after eating a bit of crow at the Budds Creek U.S. Motocross GP, Belgian Stefan Everts (right) avenged himself with a victory at the unique Fastcross race, held at Arsago Serpio, Italy, September 19. The event, an outdoor race run under a supercross format, is among the most popular races in Europe, and never fails to draw a large contingent of top American riders. Many from this group had not been on hand at Budds Creek, but the extra week was apparently enough for them to recuperate from the long Stateside season.

After a slow start in qualifying, Everts was on top when it counted, besting Larry Ward, Tallon Vohland and Greg Albertyn in the final. The Radson Honda rider didn't get a rematch with Budds Creek winner Kevin Windham, but he did defeat AMA Supercross champ Jeremy McGrath, who was a lowly 12th on the northern Italian track.

Also of note is the fact that Jeff Emig made his return to racing after a recent arrest and firing from Kawasaki, finishing ninth on a Yamaha.

# Portugal ISDE: Finns win again

For only the second time ever Finland won the FIM World Trophy at the 74th running of the International Six-Day Enduro held in Coimbra, Portugal, on September 13-18. Finishing on the podium behind Finland in World Trophy competition were Italy and Australia. Finland, who won the World Trophy last year in Australia, was stacked with a team that included four class winners. Mika Ahola came away from Portugal with the overall and 250cc Two-stroke class honors. Samuli Aro won the 125cc division, Vesa Kytonen aced the 250cc Four-strokes and Kari Tiainen won the 500cc Four-stroke class. Two of Finland's top guns from last year's event, Juha Salminen and Peteri Sylvan, did not even compete due to injuries. France's David Fretigne won in the 400cc Four-stroke class by 29.07 seconds over Italy's Mario Rinaldi.

U.S. World Trophy team member Ty Davis was again top American, finishing eighth in the 250cc Two-stroke class.

In Junior Trophy competition, Spain won for the second year in a row, followed by Italy and the Czech Republic. Australia took fourth, and the U.S. finished 13th after losing team members Craig Wesner and Nathan Knight on day one due to engine problems. Our top placing Junior Trophy rider was ISDE virgin Brian Brown, who also topped American 125cc riders, finishing 31st in class.

The U.S. Senior Team (40 years and older) of Jeff Fredette, Terry Cunningham and Drew Smith was in the running for third place in club competition, but after day six was thrown out due to bad weather, the over 40 team dropped to fourth. The event was Fredette's 19th Six Days. He finished on silver.

Look for full coverage of the 74th ISDE in issue 39.

**Mark Kariya**

can be sent to Kawasaki Team Green, 9950 Jeronimo Rd., Irvine, CA 92618-2084, attn: Craig Martin (motocross), Reid Nordin (off-road), Ron Heben (road racing).

Showcase Bike Night will play host to **Honda Riders Club of America Night** on Thursday, October 7 from 7-10 p.m. Among the featured guests will be newly crowned 1999 Formula Xtreme Champion **Kurtis Roberts**. Honda will also display its new RC51 at the Speedway International Racing Bistro & Bar in Newport Beach, California, the home of Showcase Bike Night. For more information, call FS Productions at 714/585-2930.

The 1999 **Del Mar Concours d'Elegance and Motorcycle Expo**, scheduled for October 9-10 in Del Mar, California, will have a new look, according to event promoters. The Concours has been moved from the infield to the grandiose foyer area, utilizing the surrounding gardens and fountains as backgrounds for display.

**Evel Knievel** will serve as Grand Marshal of this year's Del Mar Motorcycle Weekend. Knievel will lead a lap of legends, featuring some 50 motorcycle greats, including multi-time speedway World Champion Barry Briggs.

Current Iron Butt participant and former road racer **Fran Crane** died on September 12 from injuries suffered in a single-vehicle accident near Cedar City, Utah. According to reports, Crane was mistakenly given an incorrect IV solution in the hospital that prompted emergency surgery. Although Crane survived the surgery, considerable brain damage caused her to fall into a coma from which she never recovered.

And now for something completely different: Shane Trittler called to let us know about his upcoming Wakecross. The midweek event, which features both **wakeboarding and motocross** portions, is scheduled for September 28 at Hungry Valley, California (MX) and September 29 at Paradise Lake, California (wakeboarding). Contestants include top MXers Damon Huffman, Casey Lytle, Jimmy Button, Phil Lawrence and Bob Moore, and top wakeboarders Scott Byerly, Ricky Gonzalez, Cobe Mikacich and Mike Weddington. For more information, call 661/294-0020.

Rick Doughty let us know in a recent phone conversation that a special one-hour practice session and barbeque will be offered the day prior to the **Vintage Iron World Championships** at Glen Helen Raceway in Glen Helen, California. The Yamaha-presented race (which just picked up Sidi as a sponsor) takes place on October 31, and the practice session will be from 12:00 to 1:00 p.m. on October 30, followed by the "first"-themed barbeque. Invited guests (most confirmed) include first American GP winner Jim Pomeroy, first American U.S. GP winner Marty Moates, first 250cc National Champion Gary Jones, first American 250cc World Champion Danny LaPorte, and first American 500cc World Champion Brad Lackey. For more information, call 714/694-0066, or check out Vintage Iron's website at www.vintageiron.com.

**BORN:** Judson Joseph Guirey, to road racer Rick Guirey and his wife, Tonya, on September 4 in Camden, South Carolina.

**RESIGNED:** Pat Schutte as media relations manager of PACE Motorsports, effective September 24. Schutte will take a similar position with Daimler Chrysler, working as media relations manager for the Dodge Viper racing program.

**RESIGNED:** Scott Heath, from the public relations department at Yamaha Motor Corporation U.S.A., effective immediately.

**BORN:** Kasey Rae Kohler to AMA Hare Scrambles series contender Erik Kohler and wife Kerrie on August 19, in Sacramento, California. CN

# RC45: End of the road

"It doesn't do anything, anywhere. You can't push it or you'll bust your ass. It's just a big mix-up right now, but we'll get it sorted out and get it closer."

Those were the initial impressions and predictions of Australian Kevin Magee after he got off the Smokin' Joe's Honda RC45 at Daytona in 1994 - the inaugural year of Honda's long-awaited RC45.

Five years later, the Honda RC45 turned a wheel in anger for the final time in AMA Superbike racing at Pikes Peak International Raceway on September 19, as next year will mark the racing debut of the RC51 - ending an up-and-down career for the RC45.

Although Doug Polen was able to finish fourth in the RC45's AMA Superbike debut at Daytona on his World Superbike mount, the Smokin' Joe's team suffered through a miserable season. Teamsters Mike Smith and Magee finished seventh and ninth, respectively, at Daytona, and things didn't get much better from there.

At the end of the season, Smith's fourth-place finish at New Hampshire International Speedway was all the team could hang its hat on. The rest of the year was filled with ninths and 10ths, a gearbox failure here, a crash there. It was a far cry from the superbike domination many had predicted for the RC45.

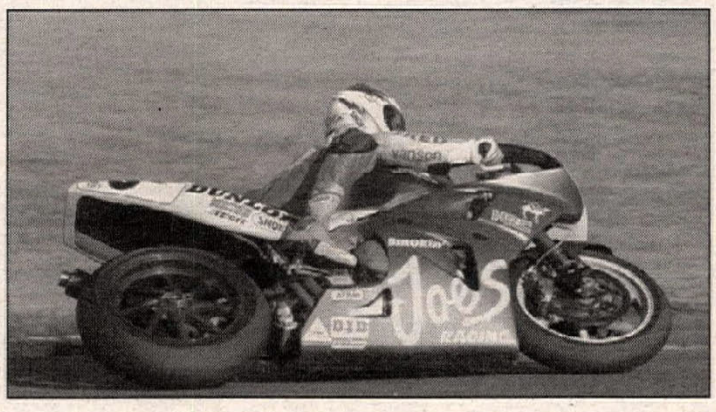
The following year didn't start much better. Polen again showed up for a one-off AMA ride on the RC45, and he finished fifth in the Daytona 200. New Smokin' Joe's riders Miguel DuHamel and Mike Hale both crashed out of the race - with Hale still aboard the '94-model RC45.

But then Honda went on a roll. It all began on a parking-lot course in Pomona, California, on April 2, 1995. That's when Hale gave the RC45 its first AMA Superbike victory, ending a three-year losing streak for Honda. Hale was now riding the '95-model, and he was impressed.

"It's a lot faster," Hale said at the time. "It's a lot quicker, it stops better and it corners faster. It's a better bike." A far cry from the Magee quotes of a season earlier.

At the following race at Laguna Seca, DuHamel finished third with Hale fourth. Then the team suddenly turned into the most dominant force in AMA racing. DuHamel won six straight races, with Hale finishing second in two of those while also mixing in some fourths and fifths. The championship would be decided between the two.

At the final round in Phoenix, the pair was again 1-2 - with Hale winning in his farewell ride on the bike. But DuHamel was right behind him, and that was all he needed to take his one and only AMA Superbike National Championship. The frustrations of a year ago were now a distant memory for those in the team



and those back at corporate headquarters. After all, this marked Honda's first AMA Superbike title since Bubba Shobert rode his VFR to the championship in 1988.

Although the RC45 didn't win the title in '96 or '97, it was close. Real close. DuHamel won four times in '96 (including the Daytona 200) and lost the title by five points to Doug Chandler and his Kawasaki. In '97, DuHamel again won four times and again lost the title to Chandler, this time by 12 points.

In 1998, the Honda RC45 was champion once again - this time in the hands of young Ben Bostrom. DuHamel had won four times prior to breaking his leg, and the bike won two more races after that when the younger Bostrom, Eric, took over for DuHamel and won Nationals in Brainerd and Pikes Peak. Ben Bostrom won the title on the team's other RC45 despite not winning a race.

The 1999 season started on a promising note with DuHamel winning the Daytona 200 in his first race back from leg injury. Unfortunately, that would be the RC45's final victory as DuHamel broke his leg again and Eric Bostrom failed to rekindle the magic from the season before.

It would have been fitting for the RC45 to win its final race with DuHamel in the saddle. Instead, DuHamel was still on the sidelines as the series concluded in Colorado. But the bike ended its career on a high note, thanks to Nicky Hayden. The youngster put the bike on the podium with a third-place finish, marking the end of the road for the RC45.

DuHamel and Hayden, however, will be back for more in 2000, hoping that the RC51's history will begin on a brighter note than did the RC45.

In all, the RC45 won 23 AMA Superbike Nationals, one AMA Superbike National Championship and two Daytona 200s.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BY ALAN CATHCART

## MZ's comeback

With Germany about to celebrate the 10th anniversary of reunification, MZ, the best-known motorcycle brand of the former East Germany, is on the verge of a major relaunch.

Reconstituted eight years ago as MuZ, under the direction of Czech-born industrialist Petr-Karel Korous, the one-time East German marque was purchased by Malaysian magnate Ron Lim's Hong Leong motorcycle empire in 1996 - with the intention of providing a European R&D source for new products, as well as an entree into Western markets with a range of bikes headed by a series of new large-capacity models. These will be headed by a supercharged four-stroke parallel twin, the first-ever volume-production streetbike fitted with an engine-powered compressor (as opposed to an exhaust-driven turbo), using an engine design developed for MuZ by R&D house Swissauto.

The collaboration that started in 1996 between the reborn German bike company and the Swiss engine specialists on this new twin-cylinder four-stroke family in turn led to a 1998 takeover of the ELF 500cc GP project - a project that previously saw Swissauto's very powerful, ultra-compact, sidecar-derived, single-crank, V-four, two-stroke engine used in a French-built ROC chassis. But now the MuZ 500 team - run by former sidecar World Champion Rolf Biland - uses a British-built frame designed by the team's former rider, Eskil Suter, and has stunned the GP world by twice taking pole position for 500cc GPs this season in the hands of Dutch rider Jurgen van den Goorbergh. Despite the poles, race results for him and the team's other rider, GP veteran Luca Cadalora, have been somewhat less than outstanding.

But the impressive performance of what is essentially a home-built bike running on a fraction of the budget of the Japanese works teams, has persuaded Hong Leong to restore the MZ name to the tank badge of its German MuZ satellite's products - there's no longer a perceived risk that this would tar them with the negative image of the cheap, cheerful and smoky MZ two-strokes of the Communist era. And to relaunch the marque, two new families of MZ motorcycles, from opposite ends of the performance spectrum, are about to debut in the year 2000.

First to appear will be the range of budget-priced 125cc four-valve singles powered by MZ's own DOHC four-stroke engine, which initially will be restricted to 14.5 hp to comply with European licensing laws. The bike, however, has the capacity to deliver much more performance than this, company insiders say, as well as grow in capacity. A modern, eco-friendly replacement for the MZ two-stroke singles of yesteryear, fitted in a simple, tubular steel frame, the MZ 125 will be sold in three versions for the 2000 model year - a low-spec runabout, a multipurpose street enduro, and a more aggressive-looking fun bike.

Company sources say the new model has clocked up more than 31,000 miles in road testing without problems, and will initially be sold only in Europe as an alternative to scooters. Plans then call for it to go into production in Hong Leong's factories in Malaysia or China to satisfy Asian-market demand, early next century.

At the other end of the product line is MZ's other new range of bikes, powered by a DOHC, eight-valve parallel-twin engine with 360-degree crank throws (so, two-up, pistonwise) and a single gear-driven balance shaft. Fitted with a sophisticated EFI system designed in Britain by Sagem (who also supplies fuel-injection packages to Triumph and Excelsior-Henderson, among others), the 85 x 66mm, 749cc MZ twin was developed by Swissauto in conjunction with another Swiss company. That company is none other than Weber (major sponsors of the MuZ500 GP racer), though the twin was developed to MZ's design specifications.

MZ development engineer Peter Liebing (formerly the works team's race engineer when they ran the Yamaha-powered Skorpion in the World Superbike Championship Supermono support series) is acting as development engineer for the motorcycle R&D program of what is termed the "MPE" motor - as in "Multi Purpose Engine": Marine, automotive and industrial applications are also envisaged by Weber. The engine will be manufactured in Switzerland. For this reason, MZ had to design a six-speed gearbox for the two-wheeled version. The fact this is fully extractable (to allow for quick changes of internal ratios) gives some idea of MZ's ultimate competition intentions for the new engine.

The very light design (it weighs just 123 pounds, with throttle bodies) has been running since June, with MZ boss Korous - himself a useful rider - clocking up the first 60 miles in testing at the Sachsenring GP circuit close to the company's Hohndorf factory, near Dresden, before making way for factory test riders to rack up another 12,500 road miles on the pair of prototypes.

Meanwhile, rather than update the Seymour Powell-designed Yamaha TDM-engined Kobra sports twin that was unveiled in 1994 to house the new engine, MZ has designed its own composite frame. It closely resembles the new Benelli Tornado 900 chassis by featuring twin parallel steel tubes on each side of the twin-spar design, keyed and glued into cast-alloy uprights in which the aluminum swingarm pivots. To clothe the new twin-cylinder range (which will also include a 650cc enduro version), MZ commissioned Target Design - the German-based design house that created the Katana range of bikes for Suzuki back in the 1980s and are working with Sachs on its new range of Suzuki-powered V-twins. Target has completed the clay version of the first MZ twin's final styling, a 750cc twin that is described by factory sources as looking "very dramatic."

The bike is likely to retain the Kobra name and will be a middleweight fully faired sportbike aimed at the Ducati 748/Laverda 750S market sector. (So it would be a candidate for Supersport racing in SS guise. The fuel-injected bike will be launched in 75-hp base-model form with a target dry weight of 407 pounds in street form, but with a kitted 95-hp version also available for the street, to form the basis for 600/750cc-class four-stroke racing.)

The bike will be launched at Intermot 2000 alongside at least one other model powered by the same normally aspirated engine - a naked roadster. Sport tourer and enduro versions will follow later. However, the MZ twin already includes the facility to add a supercharger via a detachable cover above the gearbox, and driven directly off it rather than via a toothed belt.

"This is more complicated, because of the difficulty in maintaining a constant pressure, but it gives a better response with no throttle lag, hence our decision not to use a belt," says an MZ insider.

"But we have now found a way to resolve the installation problems, and in any case we decided to launch the standard engine first, because supercharging

## TPG and Piaggio: Part II

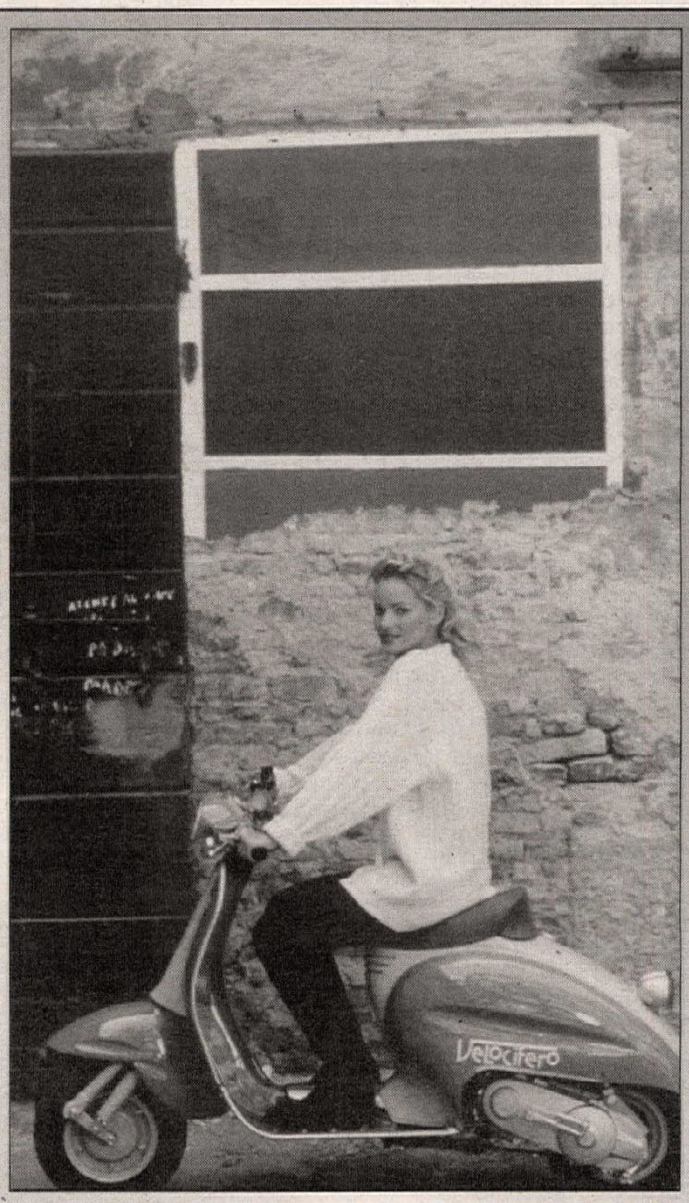
The revelation that American venture capitalists TPG - the money men who turned Ducati around - had struck a deal with key shareholders the Agnelli family to acquire the Piaggio two-wheeled empire (and, with it, the historic Vespa scooter and Gilera motorcycle marques) is borne out by subsequent reports in the Italian press that an agreement has indeed been reached. The rumored price tag? $650 million.

News that ownership of the beloved national symbol represented by Vespa, immortalized in Italian movies of the '50s and '60s, could 'emigrate' to the United States has sent shock waves through Italy, with Communist MP Nerio Nesi, chairman of the Italian Parliament's industry committee, pressing industry minister Pier Luigi Bersani to take steps to rule out such a purchase. Bersani has refused to do so, beyond stressing the need for Piaggio's manufacturing base to remain in its homeland - an assurance implicitly given at a meeting between Piaggio Employment Director Lino Martino and union representatives on August 31, at the company's Pontedera factory HQ, near Pisa. It was there that Piaggio formally advised the unions of the TPG approach, and committed to investment totaling $290 million by 2001, aimed at lifting annual engine production at Pontedera to 750,000 units, from the present 450,000.

However, TPG doesn't yet have a done deal, according to Piaggio chairman Alessandro Barberis, who stated on September 1 that "two or three more months are still needed to conclude negotiations with TPG. These are serious talks, and so a series of checks is needed, within the context of a re-launch of the company."

The fact that TPG is now at the stage of conducting due diligence on Piaggio underlines reports that they've seen off a competing bid from their bitter U.S. rivals GE Capital, the investment banking arm of America's General Electric conglomerate. To bid for Piaggio, GE Capital had assembled a consortium of Italian banks and outside investors which included such notable names as the Benetton Group, Aprilia's Beggio family and the Merloni empire which, among its various consumer goods interests, also owns Benelli. A takeover of its giant Vespa-building rival would have been a very favorable step for the Aprilia and Benelli scooter operations, but it seems now that it won't happen. Ditto for an earlier approach from Canada's Bombardier group (owners of Rotax), which admits that earlier this year it was in talks to buy Piaggio, which "ended quickly."

In purchasing Piaggio, TPG - which warmed up for an announcement with its August 31 takeover of prestige Swiss shoe manufacturer Bally, to add to a portfolio that includes Ducati, Continental Airlines, Del Monte foods, J. Crew fashions and Virgin Entertainment - will be hoping to repeat its successful turnaround of Ducati on a larger scale, by employing the same techniques and, possibly, the same people, to achieve this. While it's too early to forecast TPG's precise strategy if the acquisition does indeed go ahead, speculation centers around its possible decision to split Gilera off into a separate company, to be floated off in due course as TPG did with Ducati, after development of the range of sportbikes already under development, as previously revealed in this column.




Are scooters in TPG's future?

This, say financial observers, would allow TPG to concentrate on their core scooter market, with the company likely to be renamed Vespa SpA, to focus attention on its greatest asset, the historic generic scooter name. Alternatively, a deal could be struck to join Gilera (whose trademark product is the kind of four-cylinder motorcycle Ducati would never want to manufacture) with Ducati under the same corporate roof, either as a separate entity from Vespa or as its prestige product arm. But all this is dependent on a deal to acquire Piaggio indeed being struck. Stay tuned.

as a concept is not yet well known in the motorcycle world. We need to establish MZ as a large-capacity four-stroke manufacturer first, with an engine format than can be stretched to 1000cc when appropriate, before introducing the Kompressor version as a top-of-the-line product. By supercharging the engine we can obtain 30 percent more performance with the same cubic capacity, so around 130 bhp in street form, with of course more horsepower in a racing version. We therefore hope that when - as they must - the FIM considers what capacity limits to adopt to permit supercharging in the Superbike class, they'll rule in favor of a 750cc limit for twins."

### Ducati on the rise, and KTM?

Just to underline the success story that the TPG turnaround of Ducati represents, during the first six months of this year the Ducati factory built and sold 20,073 motorcycles. That's an increase of 20.2 percent over the same half-year period in 1998, and thus by some margin a record production level in the 51-year history of the company.

As sales of motorcycles continue to boom all over the world, it's inevitable that stock-market dealings should play an ever greater role in two-wheeled life - in turn therefore affecting the nature of the product that we as consumers end up able to purchase and enjoy. So, for example, not only will TPG's acquisition of Piaggio - for the best of all profit motives - benefit buyers of Vespas and Gileras into the next millenium (in the same way as buying a Ducati now represents a much sounder investment than five years ago), but Austria's off-road specialist KTM has also flourished immeasurably during the current decade, after its late-'91 bankruptcy threatened the company's future existence.

Swiss venture capitalists Exantra were to KTM what TPG has been to Ducati, in terms of providing a life-saving financial lifeline and effecting a complete corporate restructuring. And, like the Americans, Exantra took their profit by floating part of KTM on the stock market. But now KTM management, headed by the man who has spearheaded the company's turnaround, Stefan Pierer, has repurchased an overwhelming 92.6 percent of the company's shares through a separate holding company, leading to inevitable speculation of a major change in KTM's ownership.

"In a successful operation like KTM, you'd only do this if you had big plans for the company, which you were pretty certain of achieving, enough to repay handsomely the bet you're making on yourself to do so," says a London merchant banker specializing in the motorcycle industry.

"This can either take the form of increased demand for your existing models, a new range of products, like KTM's forthcoming V-twin models, or else a forthcoming buyout by an outsider - like the Harley deal which was supposed to happen, but never did. However, just as likely a scenario is that the money to buy back the shares came from outside the company, from a leveraged-buyout specialist like TPG - or GE Capital, to name but two - which is prepared to make a substantial investment in the company for the future (expensive new factory, costly new engine R&D, like the V-twin or the new four-stroke singles), in return for future profit when it all starts to pay off. KTM represents such an attractive prize, with its clean balance sheet, sector-leading status, volume growth and exciting new models. I wouldn't be surprised to see it team up in some way soon with an outside investor."

### Books, more books

The glorious off-road (and, briefly in the 1950s, road racing) history of KTM has at last been recorded in book form by Austria's leading technical historian Fritz Ehn, a qualified engineer and experienced motorcyclist ideally qualified to assume the task. Ehn's book "KTM - Weltmeistermarke aus Oesterreich" is a meticulously researched German-language work for which all KTM enthusiasts will want to find a place on their bookshelves. There's copious detail on every KTM model built since the Trunkenpolz family founded the brand back in 1953 - much of it acquired via a careful trawl through the factory archives, and all illustrated by a fine selection of photos. Though these are mainly in black and white, there are enough color shots at the end of the book to brighten it up, and some great action photos from every era of MX and enduro racing are included.

KTMs - read all about them.

The Penton connection is well covered, and even non-German speakers will find the book a marvelous reference work. It fills a notable gap in historical coverage very capably. Available from the Osterreichische Motorrad Museum, Museumgasse 6, A-3730 Eggenburg, Austria (43/2984-2119 - fax), Ehn's book costs $67 including air-mail postage to the United States. It's highly recommended for enthusiasts of off-road history.

A very different kind of book has just been published in separate Italian and English versions by Milan's Giorgio Nada Editore: "Motorcycle Design and Technology - How and Why." Written by Aprilia chassis designer Gaetano Cocco, the magician responsible for the Italian company's succession of World Championship-winning Grand Prix bikes (which in turn have proved so influential in contemporary frame design), as well as the current range of RSV Mille four-stroke V-twins, Cocco has created a work that no serious student of how a bike functions, why it does so, and what goes into making that happen, can afford to be without.

The 15 chapters in the work's 215 pages, complete with a large number of extremely instructive drawings, represent the textbook explanation in plain language of why bikes work the way they do. Headings such as "How traction and braking forces are transmitted within the motorcycle system" and "Interaction between ground and motorcycle through the tires" are matched by a whole series of chapters dealing with individual components of motorcycle design - from the engine and frame to bodywork and suspension.

Cocco's book is that rare thing in motorcycle publishing - a seminal work that, provided you invest a serious amount of mind power and attentiveness in reading it (and I'll admit it's a medicine best taken in small doses), will repay hundreds of times over the investment you put into buying and reading it. Top of the must-have list for any serious motorcyclist: a benchmark book.

### A Voxan sportbike?

It had to happen. With some 1000 examples of French manufacturer Voxan's Roadster V-twin now already built in the company's Issoire factory south of Clermont-Ferrand and delivered to customers on the French home market, company boss Jacques Gardette is already looking to the sportbike sector he promised to attack. Next up will be the half-faired Cafe Racer model that's undergoing final development and is about to enter production with the factory reopening after the summer holidays, ahead of the Scrambler model designed by Boxer Bikes boss Thierry Henriette. This was launched at the Paris Show a year ago, but will be absent from the '99 edition opening on October 1, because the final version isn't ready yet and it differs aesthetically from the prototype.

Henriette is already hard at work on a fully faired Supersport member of the Voxan family, equipped with a tuned version of the fuel-injected, eight-valve, 72-degree, V-twin engine common to all Voxan models, slotted into the trademark composite tubular steel/cast-alloy chassis developed by the company's chief engineer, Alain Chevallier. The Voxan 1000SS is targeted for completion early in 2000, although after the usual thorough R&D that Gardette insists on, it seems unlikely that the bike will enter production before the 2001 model year. But Gardette's promise to go Superbike racing with a French V-twin now looks to be coming ever closer to fulfillment.

### A new stunt hero

Suzuki 1200 Bandit-mounted Kevin Carmichael emerged as the 1999 European Motorcycle Stunt Champion, after a spectacular and thrilling battle with rivals from more than half a dozen countries, culminating in the final round of the four-event series at Mallory Park circuit in Britain on August 29. Championship contenders are judged for a wide range of stunts over five categories - basic skills, content, presentation, specialty skills and entertainment value - the latter taking into account crowd reaction to the program, especially during the six-minute finale to each rider's display. Going into the final round, just two points separated the Scottish rider from England's Craig Jones, but with a daring show-stopper (which included performing a wheelie with the front wheel removed!) Carmichael did the business and clinched the title.

Spanish-based Brazilian A.C. Farias finished third in the championship on his Honda CBR900RR, after winning the previous round in Italy with a program headed by his trademark 90-degree wheelie display.

By regaining the championship he last won in 1997, Carmichael has issued a trick-rider challenge to top two-wheeled stuntman Gary Rothwell - who turned down an extraordinary four-figure bet that he couldn't win the Mallory round, and chooses not to take part in the series. Maybe in 2000?

### More from Cagiva

Cagiva owner Claudio Castiglioni is set to relaunch his family brand with a range of Suzuki TL1000S-powered bikes designed by Argentinian Miguel Galluzzi, who heads up the Varese factory's R&D division. These will include the two Raptor naked roadsters first revealed in this column six months ago, as well as a Suzuki-powered version of the good-selling Ducati 900SS-engined Gran Canyon, thus breaking the company's final remaining connections with the Ducati brand they used to own.

But Galluzzi and Castiglioni scorn the idea of producing a TL1000R-powered Cagiva superbike, as rumored in the British press.

"This is total fiction!" says Galluzzi. "We have only the three bikes being launched at Milan under development, and we have specifically rejected the idea of building a Cagiva Superbike which would rival the MV Agusta F4. What for? It makes no commercial sense whatsoever, especially when Bimota is already building such a motorcycle with the same Suzuki engine. Cagiva is making its comeback with volume-production mainstream big V-twins, and we've already completed 30,000 km (18,600 miles) of testing with the Raptors, which will be the backbone of our range - not any superbike."

In a little-noticed move, Castiglioni has emphasized his increasing focus on the MV marque by changing the name of his motorcycle manufacturing company to MV Agusta SpA, with Cagiva and Husqvarna now subsidiary brands.

"The change reflects the importance of MV Agusta in our future plans," he says.

It also brings the Castiglioni motorcycle story full circle, because the only reason Claudio and brother Gianfranco bought Harley-Davidson's Italian subsidiary Aermacchi in 1978 - and renamed it Cagiva - was because the MV Agusta GP race team they were such fervent fans of wasn't for sale. Hence the fact that all Cagiva 500cc GP racers bore the same red and silver paint scheme as the four-stroke works MVs. CN

# CYCLE NEWS

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**Hank Scott (14) leads his brother Gary Scott (64) at Ascot.**

## Hank Scott and the Hall

I would like to thank Dave Despain, his staff and family for making our trip to the Springfield Mile an enjoyable one. It was such an honor for all of us to be part of Hank getting inducted into the Hall of Fame. We're so proud of his accomplishments that were made by being a privateer, with the exception of the one year he rode for the Honda factory. It took Hank 10 years to win 17 National events, with only one of those events on the factory Honda, and that's an accomplishment. He worked on his own equipment week in and week out in order to get ready for his next race.

As I look at several of the factory riders who got the number-one plate, the majority of them were factory-backed. We missed the number-one plate by one point as a privateer and Hank won five Nationals that year - and it wasn't by sitting back and having someone else get his motorcycles ready for the next race. He worked very hard on his racing program.

Hank didn't get a chance to thank some very special people for helping us out over the years, so here goes: Thanks to Pete Pistone, Gary Scott, Pates Harley-Davidson, Shell Thuet, John Reed, Bill Kennedy, Carl Patrick, Sal Acosta, Jerry Griffith, Dan Thompson, Bob Donabedian, Jerry Branch, Jack Sisemore, Larry Dickey, Bill Croft, Louie Moniz, Tom Cummings, Chuck Palmgren, Tex and Gary Peel, Howard and Pat Barnes, KK Motorcycle Supply, Dick O'Brien and Clyde Denzer. You have all contributed to his success as a professional motorcycle racer.

We had a great time seeing old faces as well as new ones, along with the fans who showed us old programs and memorabilia they had collected. The fans are great and we send a big thank you to all of you who we talked to at the Springfield Mile. Seeing friends that we hadn't seen in years and the fans, put the finishing touches on our trip. We didn't get the chance to go around and visit much with the riders, but it was fun watching all of you out there.

**Susan Scott**
**Concourse, NC**

*Susan Scott is the wife of former Grand National dirt tracker Hank Scott... Editor*

## Gary Scott and how it should be

Come on, *Cycle News*, your racing coverage is great, but there is more to the motorcycle industry than just racing. Motorcycle enthusiasts would like to see more articles on bike preparation, trail rides, training, road rallies, celebrity interviews, etc. What about something with the motorcycle dealers? How about spectator forums? That's the message.

We all like motorcycle racing, but some of us (ex-racers included) want something we can use besides memories of old. I have known you for 36 years, don't fail me now. Trust me when I say that there is more to life than just motorcycle racing.

**Gary Scott**
**Goodyear, AZ**

*Gary Scott, brother of Hank Scott, was AMA Grand National Champion in 1975... Editor*

## Here we go again?

The SuperTrackers Series is supposed to be about getting more manufacturers involved in dirt track racing by taking *stock* 1000cc motors, putting them in frames and going racing. Now, remember, the engines are supposed to be up to 1000cc. However, Harley-Davidson can't keep up with everyone else's 1000cc engines, so the AMA steps in and allows the Harleys to have 1200cc so they can attempt to keep up with everyone else. If this doesn't work then the AMA will keep on changing the rules so that Harley can be competitive. Where is this going to take dirt track racing? I'll tell you: right back to a one-bike show - just like the 750cc class.

I think it's time that the AMA and Harley-Davidson got out of bed together and tried to make the sport grow. Look at motocross and road racing - they both have between nine and 12 factory riders and every major brand of motorcycle involved. Dirt track racing has one factory rider - Scott Parker. And one major brand of motorcycle - Harley-Davidson.

If Harley wants to go racing, more power to them - but quit relying on the AMA to help you out, and concentrate on making your prehistoric bikes competitive. Maybe it's time to keep those slugs on the road instead of on the track if they can't play by the same rules as everybody else.

Oh, yeah, if anyone from Ford is reading this, you lost two more customers for getting involved with Harley-Davidson.

**Donnie Harrell**
**Visalia, CA**

*For the record, Harley-Davidson is neither officially nor unofficially involved in Super-Tracker racing, thereby throwing a wrench in your conspiracy theory... Editor*

## Terrible tracks

I would first like to extend my prayers for severely injured dirt track racer Toby Jorgensen, his family, friends, and fellow racers. Hope, especially collective hope, has performed and continues to perform miracles every day.

As an Amateur dirt track racer and AMA member, I have been to quite a few Grand National dirt track races. Only a few of the tracks were of the caliber that you would expect to put Professional racers, or any level of dirt trackers, on to race. Bad track condi-

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### ON THE FRONT COVER

Australian Mat Mladin gave Suzuki its first AMA Superbike title in 10 years with his fourth-place finish in the final round of the series at Pikes Peak. Photo by Henny Ray Abrams. Inset: Chris Carr - 1999 AMA Grand National Champion. Photos by Flat Trak Photos.

tions alone do not cause accidents. Although there's an obvious inherent danger in the sport, there exists an outside factor that affects/increases the danger of this sport - the condition of the tracks.

I have too often heard the words of racers - "the track was terrible." These racers drive thousands of miles every season to ride on unsafe race tracks. I am screaming for the AMA and especially the promoters to do something to ensure adequate track preparation. And this doesn't mean watering it on race day - it means weeks of work. I am begging you, Chris Agajanian, to get those tracks ready for the race.

I can't bear anymore tragedy - and neither can the rest of the dirt track racing family.

**Kristine Poisers-Albers**
**Berwyn, IL**

## Worth every cent

My wife and I just returned from the Springfield Mile where we attended the Hall of Fame race and the Grand National Championship round. For the second straight year, we traveled almost 2000 miles to see this event and again it was worth every mile and gallon of gas. This is without a doubt the best racing we've ever seen.

The people responsible for both race programs should be running "How-To" clinics for promoters and officials of AMA racing. These folks understand that the racers are the program.

Hats off to the IMDA for their ability to run a smooth "on time" event, treat everyone fairly, and still manage to be both friendly and courteous. And who just two short years ago would have though that GNC competitors would ever have a $100,000 pay day? Dave Despain, with the capable assistance of his cast of a thousand, made that happen.

Thanks just doesn't seem to be adequate for what these people have done for the racing community. Thanks, Dave Despain, for being a great promoter and one who loves our sport.

Look for us next Labor Day if you happen to be in Springfield. We'll be the early ones with the smile on our faces. Join us and you'll find a great track, superb racing and another well-run program. This event can only grow bigger and better. Again, thanks everyone for your efforts.

**Dave and Sue Jordan**
**Jacksonville, FL**

## Everyone's a poet

*A Belgian said we're all yellow-bellied*
*But I think his knees are jelly.*
*To be one of the greats*
*You gotta win in the States*
*Like Albertyn, Bayle and Tortelli.*

**Rip Griffen**
**karbrad@aol.com**

## U.S. GP kudos

The U.S. GP at Budds Creek was an event unlike any other. The track, the race, and the people, were outstanding. I was extremely proud to be there to back every American rider in their endeavor to make Stefan Everts eat his own words. Seeing our country's flag being waved in fervent fashion was impressive in itself.

The world came to our doorstep in anticipation of finally claiming the title "world's best." Thanks to every American rider out there, that didn't happen. Ryan Hughes and Kevin Windham showed speed equal to anyone on the track. You could tell where Ryno and Kevin were on the track at all times as the fans erupted in cheers every time they raced past them in pursuit of excellence.

The sound of cheers echoed as if I were at a football stadium watching the "human wave" occur. Ryno put in a fantastic ride in front of his home country and fans, ending a great season abroad. Every American motocross fan owes a debt of allegiance to each American rider who ventures overseas to follow their dream.

As a kid growing up with the likes of DeCoster, Wolsink, Weil and Everts invading our shores for the Trans-Am Series, I wasn't sure what to expect out of today's crop of international talent. Back then it was the United States clawing for the shot at the "world's best" title. Now, 20 some years later, it is 1976 all over again but this time *we* are on top.

**Ralph Benhart**
**Motox@visi.net**

## Fences and such

Let me see if I understand this concept: If a road racer hits a steel cyclone fence and is injured during a road race, it's considered criminal negligence against the promoters and the track owner. If a dirt tracker (i.e. Toby Jorgensen) hits a steel cyclone fence and gets injured during a race, they hold up the race until they can re-erect it so another racer may potentially hit it?

Am I missing something here?

**Steven Holt**
**Antioch, CA**

## KTM vs. YZ

I've been a longtime, die-hard supporter of *Cycle News*, but I've got to say that I was very disappointed in your KTM 125 test. With very little offered in the way of actually describing the actual performance of the bike, the author instead chose to repeatedly wonder why Shane Watts would chose to ride this bike (answer: because he kicks everyone else's ass on it and it increases KTM's market share in the class). But the real capper was to compare the bike (unfavorably, I could tell) to Rodney Smith's highly modified RM125 and to a YZ125 which, according to the author, can be turned into a competitive off-road mount for "only a few thousand dollars."

Okay, guys, time for full journalistic disclosure: The KTM 125 and YZ125 sell for virtually the same price. Therefore, if you choose to buy a YZ and sink a few thousand dollars into it to make it competitive in the off-road scene, the KTM purchaser will either (a) be substantially better off economically or; (b) sink a like amount into the KTM and kick the YZ's ass. There, print that and next time don't let someone who apparently holds a financial interest in Yamaha write your tests.

**Kevin Connor**
**Kevin Connor@servallgroup.com**

*The author in question, Matt Freeman, wasn't available for comment. He was playing his Yamaha piano, right before heading off to ride his Yamaha water vehicle. He has, however, sold his Yamaha guitar in an effort to save up for both a Yamaha snowmobile and a Yamaha stereo system... Editor*

**Shane Watts aboard his GNCC-ISDE winning KTM 125 E/XC.**

## Mother's Day

Right inside my *Cycle News* I see that in all their wisdom the AMA has decided to run the opening round of the AMA National Motocross Championship at Glen Helen Raceway in 2000 - on Mother's Day, again!

As a somewhat consistent contributor to *Cycle News*, I spend nearly every weekend at the race track doing what I love. When the big guns finally come to Southern California, I'd like to see them run. My wife is one truly understanding woman (remember, I'm gone all the time), but she tends to draw the line on Mother's Day.

There have been numerous letters to the editor in past years about the dissatisfaction of the AMA's scheduling of this race. This leads me to believe that: 1) The AMA just plain doesn't care; or 2) No one in the AMA with any decision-making capability reads *Cycle News*.

**Greg Robertson**
**Palmdale, CA**

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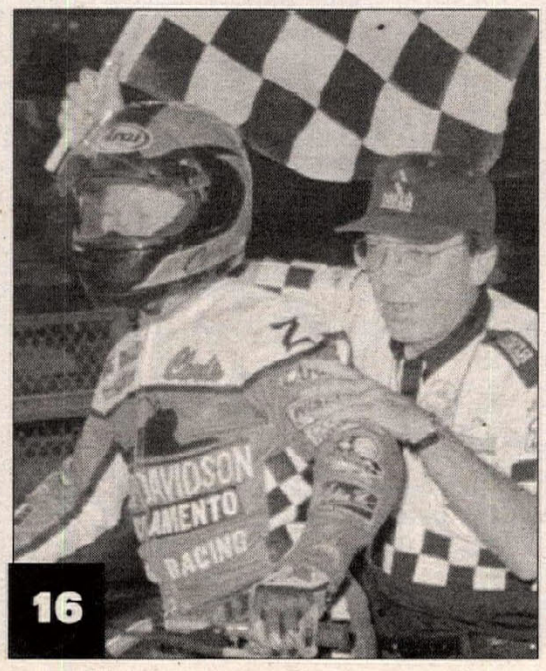
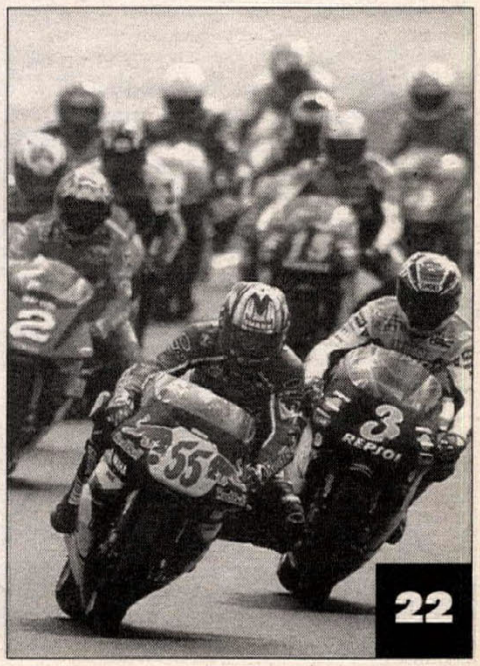
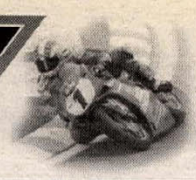


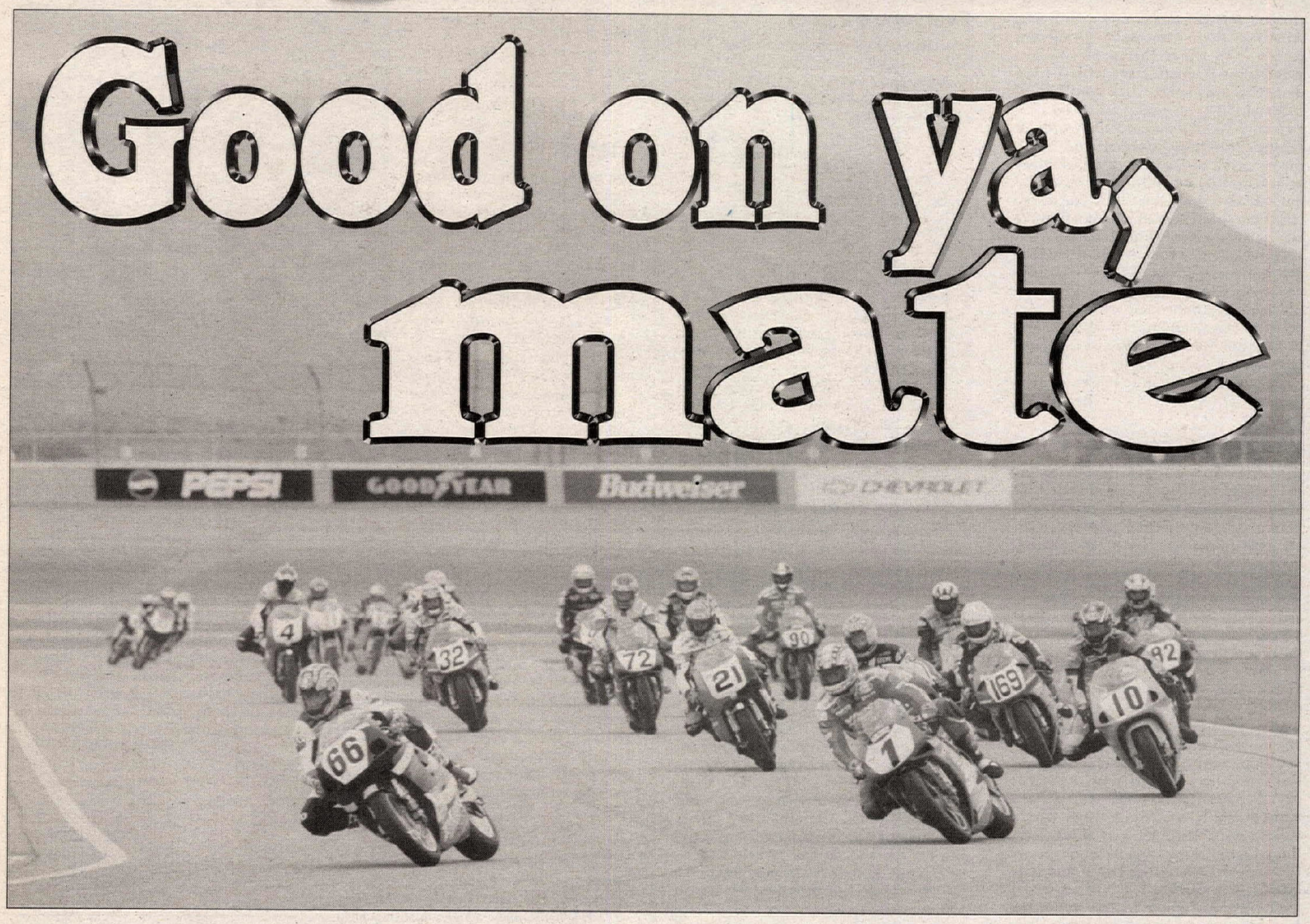





## Final round: Pikes Peak International Raceway

AMA/MBNA SUPERBIKE NATIONAL CHAMPIONSHIP

# Good on ya, mate




**Mat Mladin (66) jumped out to the early lead of the AMA Superbike National at Pikes Peak. He didn't stay there, but he did everything he needed to do to take the crown over Ben Bostrom, who suffered with a lack of grip to ultimately finish fifth - one spot behind the Australian.**

**By Paul Carruthers**
**Photos by Henny Ray Abrams**

FOUNTAIN, CO, SEPT. 19

This one had everything: An inspired veteran winner who outsmarted them all; a Harley-Davidson VR1000 in second place; and a wide-eyed rookie finishing third. And, more importantly, the hardest working man in AMA road racing finally came away with the Superbike National Championship.

That man is Mat Mladin.

In what was his fourth season of AMA Superbike racing, Mladin emerged from a tense final round with the prize that he'd coveted for so long and worked so hard for. The 1992 Australian Superbike Champion did exactly what he needed to do to win a well-deserved title. He jumped out front, maintained a constant cushion to his championship rival Ben Bostrom, and was wise enough to let the aforementioned threesome go by without a fight. It all resulted in a fourth-place finish - and the title. If it was big for Mladin, it was huge for Suzuki. While Mladin has been striving for four years to accomplish this feat, Suzuki and Yoshimura have been at it much longer. Ten years after Jamie James took its last title on a Yoshimura bike in 1989, Mladin gave Suzuki its fourth AMA Superbike crown.

"Yeah, it essentially went to plan," Mladin said after the race. "We got a good start. We got the holeshot and put our heads down. I ran some fast laps probably for a little more than half of the race, and I think with about 15 to go we had plus eight and half or something on Ben (Bostrom). We were only getting splits to Ben, and at that stage I decided that was enough. We slowed it up anywhere between a half a second and a second a lap and everything went well. So that's what we came here to do. We had a strategy this year to be as consistent as possible. Win them if we can win them; take second or third whenever we have to, and it worked this year. Hopefully, there won't be too many guys getting too much faster next year and it might work again. Who knows?"

Fittingly, the man who won the race was Mladin's friend and former Cagiva 500cc Grand Prix teammate, Doug Chandler. Almost exactly 10 years after he won his first-ever AMA Superbike National (at Mid-Ohio on August 6, 1989), Chandler proved that there's still plenty of fight in the old dog. One of the few riders in the field who elected not to use Dunlop's dual-compound tire, Chandler bided his time, saved a tire like no one else can, and was there at the end to give Rob Muzzy's team a victory in its send-off race.

Second place went to Pascal Picotte and the Harley-Davidson VR1000, matching the V-twin's best-ever performance in a Superbike National - and its best in a dry race. And for a while, it looked like the hard-riding Picotte would give the team much more. On the 42nd of 48 laps, Picotte pushed the VR past Mladin and into the lead - and he would hold it for five laps. It looked like the VR would finally win.

But then that pesky 18-year-old Nicky Hayden took over. Riding the factory Honda RC45 in its final race, Hayden proved that he belongs with the big boys of superbike racing as he led a National for the first time. His lead, though, didn't last and ultimately it was Chandler who moved around him and into a lead that he would hold for the final two laps.

Fortunately, the race for the win was as good as it was - because the battle for the championship didn't come close to meeting the high expectations that a heated qualifying session had promised (see qualifying sidebar).

Mladin had a plan and he stuck to it. He shot out front and immediately put Bostrom in a hole. And Bostrom already knew he was done. He would later say that he knew his rear tire wasn't up to snuff on the warm-up lap. From there he was simply trying to do whatever he could to keep it close. It wasn't enough.

Mladin finished fourth with Bostrom a fading fifth. End of story.

With all the championship hype and the thrilling race for the lead, those who circulated behind did so relatively unnoticed.

Sixth place went to Yoshimura Suzuki's Steve Crevier in his final ride for the team - and perhaps his final AMA Superbike ride. Behind him came Fast By Ferracci's Larry Pegram, who struggled with a badly worn rear tire.

Then came Vance & Hines fill-in racer Mike Smith - impressive in what was only his third race of the season. Smith was brought in to replace the missing-in-action Anthony Gobert, who was somewhere in Australia when the race started at 2:10 p.m. on Sunday.

Ninth place went to Fast By Ferracci's Matt Wait with Harley-Davidson's Scott Russell rounding out the top 10.

A highly competitive AMA Superbike season concluded with six different men winning the 11 rounds. And in this race, the top five positions were filled by five different brands of motorcycles. Bring on 2000.

The 48-lap race got started with Mladin blasting away from the field. Obviously inspired by everything that had happened in the past 48 hours, the Australian was intent on blistering the field en route to taking his title. Bostrom was second and it looked as though the small crowd on hand was going to get exactly what they'd come for: Mladin vs. Bostrom - for all the marbles.

It wasn't in the cards.

Mladin simply pulled away. He led by a second after two laps, 2.1 seconds after six laps, 3.5 seconds after 10 laps and 4.4 seconds after 12 laps.

By this time, the other three - Picotte, Hayden and Chandler - were hounding Bostrom and looking for a way past. Bostrom knew his day was done, but he was trying to hang on nonetheless.

"I knew on my warm-up lap that we

were in trouble," Bostrom said. "The thing was just squirming. I knew the boys had it on the warmer for a long time and that was the problem. I tried the best I could. I rode as hard as I could and the bike ran great. I just had no grip. It was painful. The first couple of laps I knew I had no grip and I just wanted to stuff him (Mladin). So I rode as hard as I could and almost crashed a few times. I had to let him go. Those other guys kept trying to pass me and I kept trying to block 'em pretty bad. But I just had to give up at the end, or I was going to crash."

On the 14th lap, Picotte got around Bostrom and almost instantly the gap between the pursuers and the pursued began to shrink: 4.7 seconds, 4.4 seconds, 3.8 seconds, 3.3 seconds. Then the lead started shrinking fast as the leaders started hitting heavy traffic - and suddenly the top four were closer than freckles on a redhead.

On the 42nd of 48 laps, the entire complexity of the race changed as Picotte *and the Harley* grabbed the lead for the first time with a pass on Mladin in the tight, turn-three hairpin. It came as a complete surprise to Mladin because he was only being signaled as to where Bostrom was.

"Pascal almost made me shit myself, actually," Mladin said. "Because I had 8.6 on Ben, and I just assumed Ben was the one that was going to be behind me if I was in the lead. You know Ben's been kind of saying it's either win the championship or bust sort of thing. He sort of wanted to be in front of me or whatever. When I had 8.6 or something on Ben, I started slowing down and these guys just ran the same pace the whole race, obviously, and I was getting a few slides and I was thinking this was no good. I was pushing the front a little bit. Next thing I know, I'm going into turn two, I thought it was Ben. I had 8.6 on the board, but I thought maybe I was reading .8 or something. All I hear is this big Harley; I thought it was Ben behind me. I look over my shoulder and all I see is this three-bike train this wide and then it was like, 'there you go boys, it's all yours.' But, no, I didn't put up too much of a fight, that's for sure, once I knew they were there. A couple of laps I tried to sort of get it going a little bit, but I was a little bit too nervous at that stage to just worry about racing for a win."

And Hayden and Chandler followed. Now the battle was on - three men with nothing to lose. Wisely, Mladin let them go.

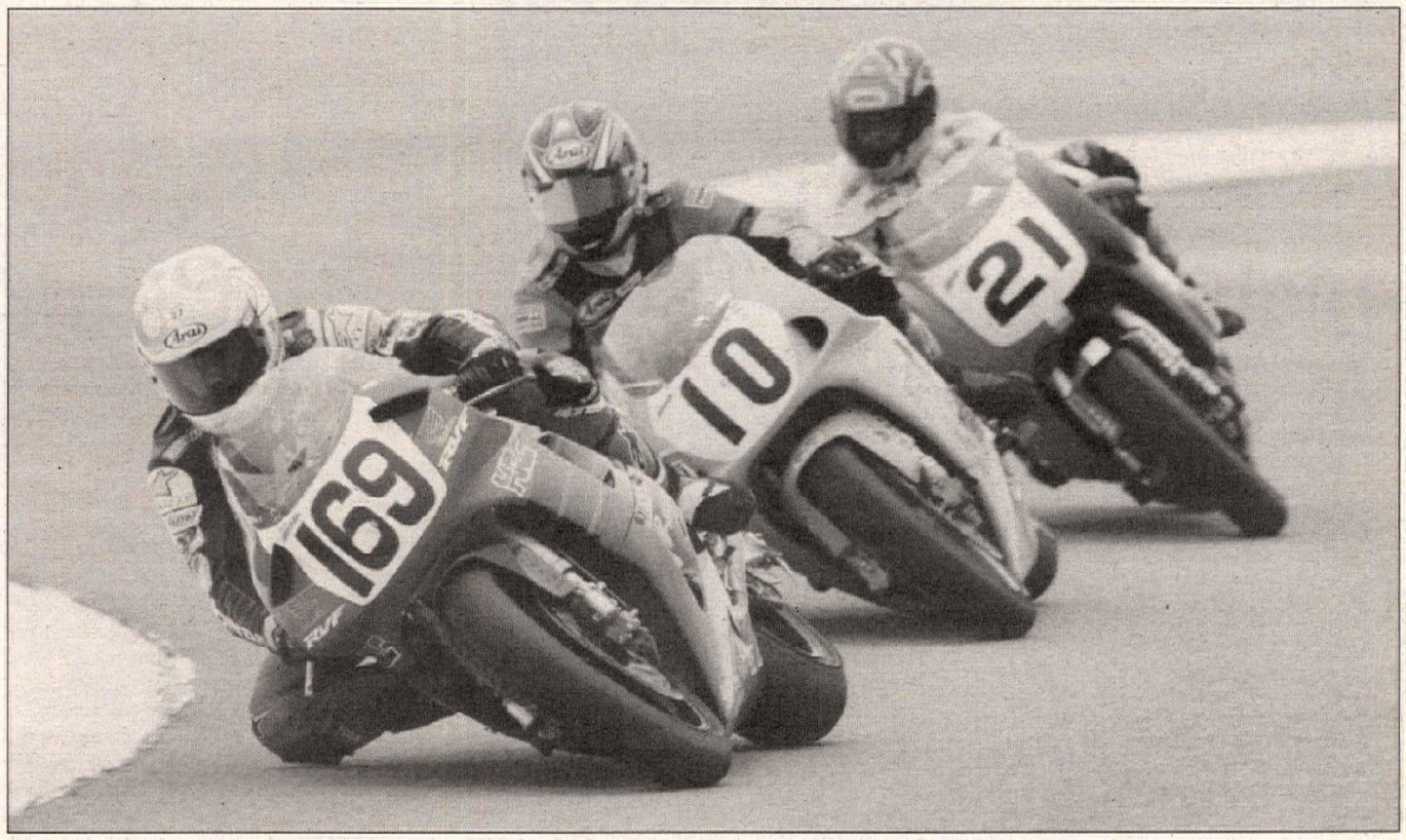
On the 47th lap, the wise man himself made his move. With Hayden flying under Picotte in turn three, the pair was pushed wide. That was all Chandler needed. He was in the hunt and he smelled the kill. A lap later he led out of the hairpin and that was all she wrote. Hayden knew it.

"There at the beginning I got a good start from the third row," Hayden said later. "Right before the race Gary Mathers (Honda's team manager) told me it was the last race of the year, the last race for the RC45, and he just pretty much told me to go have fun and bring it back - in a truck or whatever. That's what I did. You know I just went for it right there at the beginning. I wasn't moving up as fast as I wanted to, and then at the end I started finding a place on the brakes for turn three. I was really making up a lot of time on the brakes, and you know I was just going for it. A lap and a half from the end I was leading and I knew Doug (Chandler) would be coming. He's so good at that. He'll just wait until the end - he's really smart and saved his tire. I didn't really save mine much (laughs). I guess I should have. It was a fun race. I really enjoyed it. I didn't have nothing to lose. I could just go for it, you know. Pascal (Picotte) - he rode really good and I think Mat (Mladin) deserved the championship. He stepped it up when he had to and today he did exactly what he had to do. So I guess it was a good day, a good week, a good year."

With Chandler free and clear, the battle was for second. Picotte darted under Hayden in turn four and managed to not run wide enough to allow the youngster to counter. He was second - and happy.

"It wasn't easy, of course, but I kind of figured maybe Mat (Mladin) was going to kind of fade a little bit there near the end because he was gambling a championship and he wasn't going to throw it away again," Picotte said. "I think he was starting to slide a bit. I picked a softer tire and kind of gambled on it because I wasn't comfortable at all with the dual compound. It seems like the VR1000 is pretty good at saving the tire, so I took the gamble and it seems like it paid off. I had a great race out there. I was having a ton of fun. I was

**(Above) Bostrom (1) did his best to keep the charging trio of Doug Chandler (10), Nicky Hayden (169) and Pascal Picotte (21) behind him early in the race.**
**(Below) Those three, however, were able to get by both him and Mladin and were left to wage their own personal battle for the victory - a win that ultimately went to the cagey veteran Chandler.**



## Go-Show, No-Show

For the first time in three years it appeared as though Australian Anthony Gobert was going to complete something that he'd started. Then it all went wrong when the Vance & Hines Ducati rider failed to materialize at Pikes Peak.

A day prior to practice for the final round of the AMA Superbike National Championship, Gobert told Vance & Hines crew chief Jim Leonard in a phone conversation that he had injured himself in a motocross training crash and that he was flying home to Australia. Leonard then called team owner Terry Vance, who in turn called rent-a-racer Mike Smith to fill in for Gobert.

"I called and woke Mike (Smith) up and he couldn't wait to get here," Vance said. "It's an unfortunate situation."

Although Gobert claimed to be injured, not many in the Pikes Peak paddock were buying it.

"I believe if he is injured, then he should be here to support the team," Vance said when asked if he truly believed Gobert's story.

Gobert and his teammate Ben Bostrom tested the factory Ducatis at Pikes Peak just a week prior to the event, September 7-8, and Gobert didn't do anything at the test that led Leonard to believe that there was a problem.

"He wasn't a happy guy, but I didn't have any indication that something like this was going to happen," Leonard said. Leonard did note that Gobert was the heaviest he'd been all year, some 35 pounds heavier than Bostrom.

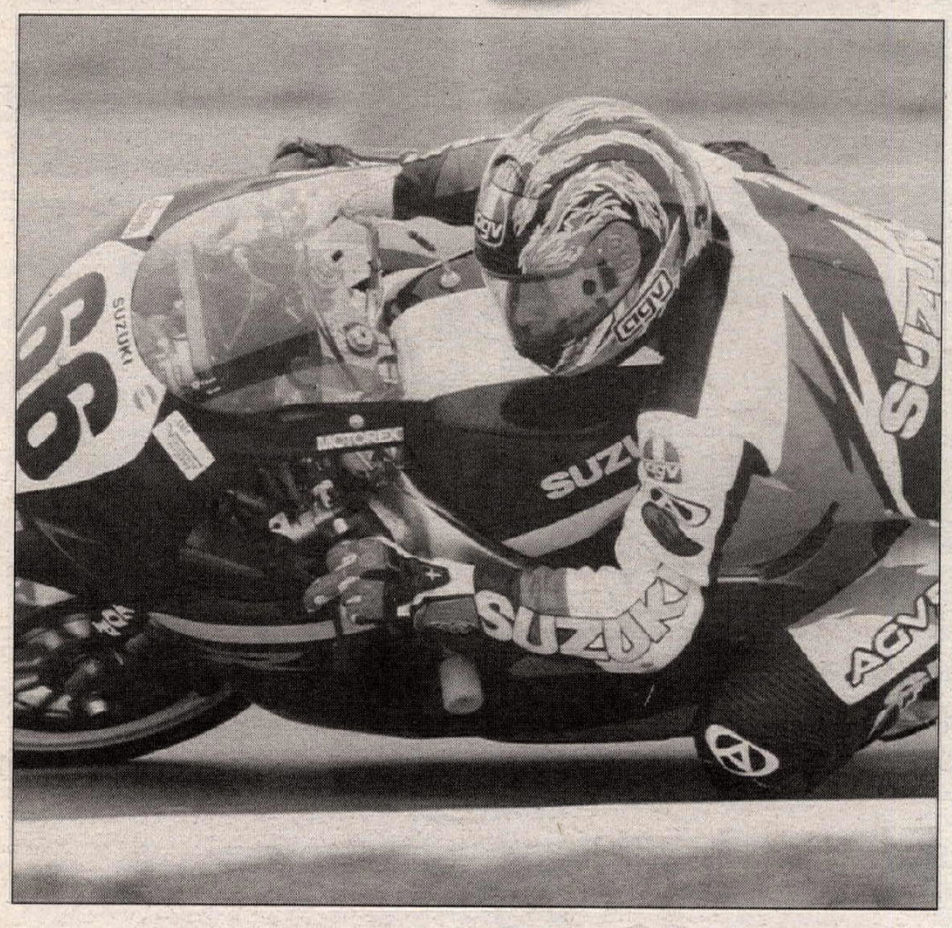
If Gobert was close to securing a deal to ride for Ducati in next year's World Superbike Series, many believe this latest episode in the 24-year-old's troubled career will likely be enough to kill the deal - especially as Ducati had high hopes of Gobert helping his teammate Bostrom in his quest to win the AMA Superbike title.

"He hated seeing his teammate beat him," Bostrom said. "Maybe I shouldn't have beaten him so bad in the test. If he comes here and gets beat, he looks bad. If he gets second and that helps me, then that's no good either."

Gobert is scheduled to ride a MuZ 500cc Grand Prix bike in the Australian Grand Prix on October 3.

# Final round: Pikes Peak International Raceway

AMA/MBNA SUPERBIKE NATIONAL CHAMPIONSHIP



No one was better than Mat Mladin in 1999. Although he won only once, he was there each and every weekend, and that consistency resulted in his first AMA Superbike crown.

really focused, you know, I couldn't really give up one second because, I mean, they were all behind me, right there. I could look at my pit board: 'Plus three-tenths, two-tenths, sometimes zero-zero,' and that means he's like, right there. I could actually hear Nicky's front tire screaming sometimes. I couldn't give up at all.

"My rear tire started vibrating like 10 laps on from the end, so I started kind of thinking about it and changed my line a little bit. I had to be really, really smooth on the throttle, not losing the rear, so I started trying to carry a little more speed on the front and it was working pretty good. I'm glad to be here again, especially for all the Harley-Davidson fans and especially for all the people who have been behind the program since '94. I mean those guys have been working really hard and they deserve more podiums than they had. Hopefully, we're going to keep that momentum we had this year. We had some ups and downs, but it seems like the future is looking great so far, so I'm really happy to be here today."

Following those three across the line was Mladin, 9.7 seconds behind. Another seven seconds later came Bostrom - already thinking of next year.

"Life goes on, but I can't wait," Bostrom said. "Now I really can't wait because I lost. It's going to be like the longest four months of my life."

But this day belonged to Chandler - and Mladin.

"I tried to go with Mat, but I just had a tough time getting by Ben (Bostrom), so I kind of had to go to plan B and just try to conserve the tire the best I could for the end of the race," Chandler said. "I was figuring I had a good chance of them coming back to me or me getting back up in there with them, and as it was it worked out really good. As the laps wound down, I just started pushing a little bit harder. I think from lap 20 on, I just wanted to see what I could give it. The thing just kept taking it - getting better, better and better. We were catching up to Mat and I thought, 'Well, this is going to be really good.' The three of us, as the laps were winding down - it was going to be a good last couple of laps. I'm just thankful we had enough for them. You know the tires were perfect. I told Nicky that thing was as good on the 45th lap as it was on the fifth lap of the race, so I was real happy with my choice. The bike was set up perfect and I think it was just easy on the tires. You know all weekend I never had any trouble with the softer tire - as far as putting a lot of laps on it and having the thing blister. It never did."

Crevier crossed the line 22.1 seconds behind Chandler with Pegram narrowly holding off the charging Smith for seventh. CN

# High drama

Almost every final superbike qualifying session is filled with drama. None were more so than the final qualifying session of the season - one with far-reaching championship implications. Like all the others, there was a championship point at stake for the man who earned the pole position. This one meant something, and it showed.

Plain and simple, things got ugly.

Nearing the end of the session, Yoshimura Suzuki's Mat Mladin had established himself as the man to beat for pole position. The Australian had put a 54.009-second lap in the book - a new lap record - and had thrown down the gauntlet for his closest championship rival, Ben Bostrom.

Bostrom, however, never got the opportunity to respond.

The Californian rolled into pit lane and fitted his final qualifying tire in the waning moments of the session, only to run into Mladin on what would have been his flying lap. That's a relatively normal occurrence in qualifying, with riders trying to use others - and their draft - to better their laps. This clearly wasn't the case this time. This one was blatant, and not many on pit road didn't notice what was happening. Mladin had cruised down pit lane in plain sight, waiting for Bostrom to exit the final corner. He then exited the pits at the perfect time to thwart - or at least partially thwart - Bostrom's lap.

On 12:30 p.m. Sunday, the AMA handed down a decision on the matter. After reviewing video tape of the incident, they notified Suzuki that although Mladin would retain his position on pole, he wouldn't get the championship point that went along with it. In making the ruling, they cited the following from the AMA rulebook: Chapter 6, Section B/3, paragraph (I); "Engaging in any unfair practice, misbehavior or action detrimental to the sport of motorcycling in general, whether or not related to a specific competition."

It was based on Mladin and the fact that he "attempted to interfere with Bostrom's qualifying effort," said an AMA spokesman.

Mladin denied any wrongdoing.

"I seen Ben putting a qualifier on and I think he'd already used one, so we stuck one on and followed him out," Mladin said on Saturday, prior to learning that he'd lost his championship point. "He came in the pits so I couldn't chase him. I was hoping to get a bit quicker lap time. I waited for him again and he didn't want to tow me again. I was just trying to get a bit quicker lap time."

When questioned as to what hope he had of doing a better lap time while starting from pit lane as the session concluded, Mladin said: "I didn't know what time it was."

As for the race, Mladin was confident that he had the GSX-R750 up to speed and ready to win the Superbike National Championship. He was also angry that Vance & Hines Ducati was permitted to test at Pikes Peak so close to the race date (see Briefly...). He was also upset that Bostrom had earned provisional pole position on Friday using the back-up timing system because his Ducati didn't have a transponder on it (see Briefly...). It all added up to a rather tense post-qualifying press conference:

"The bike feels pretty good," said Mladin. "I'm pretty happy with it. The thing is working good. The race tires feel good, everything feels good. It's a shame that Ben (Bostrom) is so upset about not getting the pole. They tested here eight days ago, so they should have been up to speed. Yesterday, he didn't have timer on so he shouldn't have gotten the pole yesterday either, but he did. That's just the way it goes. There are some funny things happening in the last couple of weeks. Obviously, with Ducati here testing Tuesday and Wednesday, I didn't believe that would be right. I always classed Friday as the first day of the event - as there is a point up for pole. I figure that's got to be the first day of the event.

"There's obviously a lot of controversy going on about that. It doesn't seem like anything is going to be done about it and I think that's wrong. And then the same thing yesterday. Ben didn't have a transponder on and he got the lap time, and I didn't think that was right. As much as the photo finish or whatever gave him the lap time, in most instances, in all cases that I know with myself, I got pulled in once to put a transponder on. I know of a number of times. I think Dougie (Chandler) at Daytona got held in the pits for 15 minutes without a transponder because he didn't have one, and then all of a sudden at the last race somebody gets a lap time without a transponder. I personally don't think that's the right thing to do. Transponders are a necessity as far as going for lap times, so I think we got ripped off yesterday for the pole. Like I said, there's been funny things happen in the last couple of weeks, and I don't think it's helped our chances for the championship one little bit. I think we're getting a bit of a raw deal on it all."

Even though a championship was at stake, no one could remember it getting this ugly.

"This point was important," Mladin said. "Every point is important at this stage of the game. I've been steamed a little bit about the whole thing since they were here testing eight days ago. That started building up with me and I'm pretty angry about that. I came in here pretty determined to get the pole and try to win the championship. Whatever it takes to do that, I'll do it."

Bostrom was livid, though his anger was tempered somewhat by the press conference.

"It's just something that some riders do because they're pretty desperate," Bostrom said. "I just want to say that I'd never, ever want to win anything like that. I couldn't feel good about it for the rest of my life and I'm sure he won't."

At which point, Mladin injected, "You won the pole yesterday like that."

"Their team tactics are pretty poor, so I apologize to the gesture I made to the guys on the wall because it's not their fault (Bostrom had made a hand gesture to the Yoshimura crew)," Bostrom continued. "I was pretty upset with Mat because he did something that's just really bad sportsmanship."

As for waiting so long in the session to do his best lap, Bostrom said: "It was perfect because there was no one on the track. I wanted to get out there at the last minute and it was absolutely perfect. I caught Mat in the esses and he was kind of weaving around a bit, and we just didn't get the pole."

Bostrom ended up with a 54.186-second lap, a time that came from the first session. It was good enough to put him second on the grid, just ahead of surprise front-row qualifier Aaron Yates on the Muzzy Kawasaki.

"It really feels kind of weird sitting here," Yates said after posting a 54 after posting a 54.519. "It's like, wow! We've just been struggling and this weekend we've got Vic Fasola working on my bike and I think it's really helped a lot. I've had a tendency to go a certain way with my setup. For some reason this year, every time we get to the track everything on the bike is completely different than what it was. We start from that and we work all around and never get the thing right. But right from the start, Vic found a couple of things. He's been working on these things for a pretty good while, on the Kawasakis, and it's been really good to me all weekend. The qualifier didn't really do much for me yesterday. A lot of these guys, they put a qualifier in and they go a second faster. It's unreal. Today, we struggled a lot with grip with the same setup we had yesterday and we couldn't figure it out. Right with about 20 minutes to go in the session, we tried a different shock that we almost skipped over. I'm glad we did because it really made a difference. I got back into the 55s and got going again. We put a qualifier on, got a red flag, and came in. It worked out just right. I had a pretty free track on that last one. It could have been a little better because I messed up in a few spots, but I'm happy to be on the front row."

Muzzy Kawasaki's Doug Chandler finally figured out the answer to the problem he's had with dual-compound tires.

"I'm not going to use one," Chandler said after putting his Muzzy Kawasaki fourth on the grid with a 54.578-second lap.

Fair enough, but would a non-dual-compound tire go the distance?

"So far it's been okay," Chandler said. "We don't really have anything to lose, so we're going to take a gamble and try something. Hopefully, I can manage the tire and it'll go the distance. I tried two of them (dual-compounds). It's something that's just, I don't know. I can't get them to work for me so I have to go back to something more standard. When we do that, I'm a lot happier and feel better on the bike."

The second row would be headed by Yoshimura Suzuki's Jason Pridmore, followed by Harley-Davidson's Pascal Picotte, Yoshimura Suzuki's Steve Crevier and Fast By Ferracci Ducati's Larry Pegram.

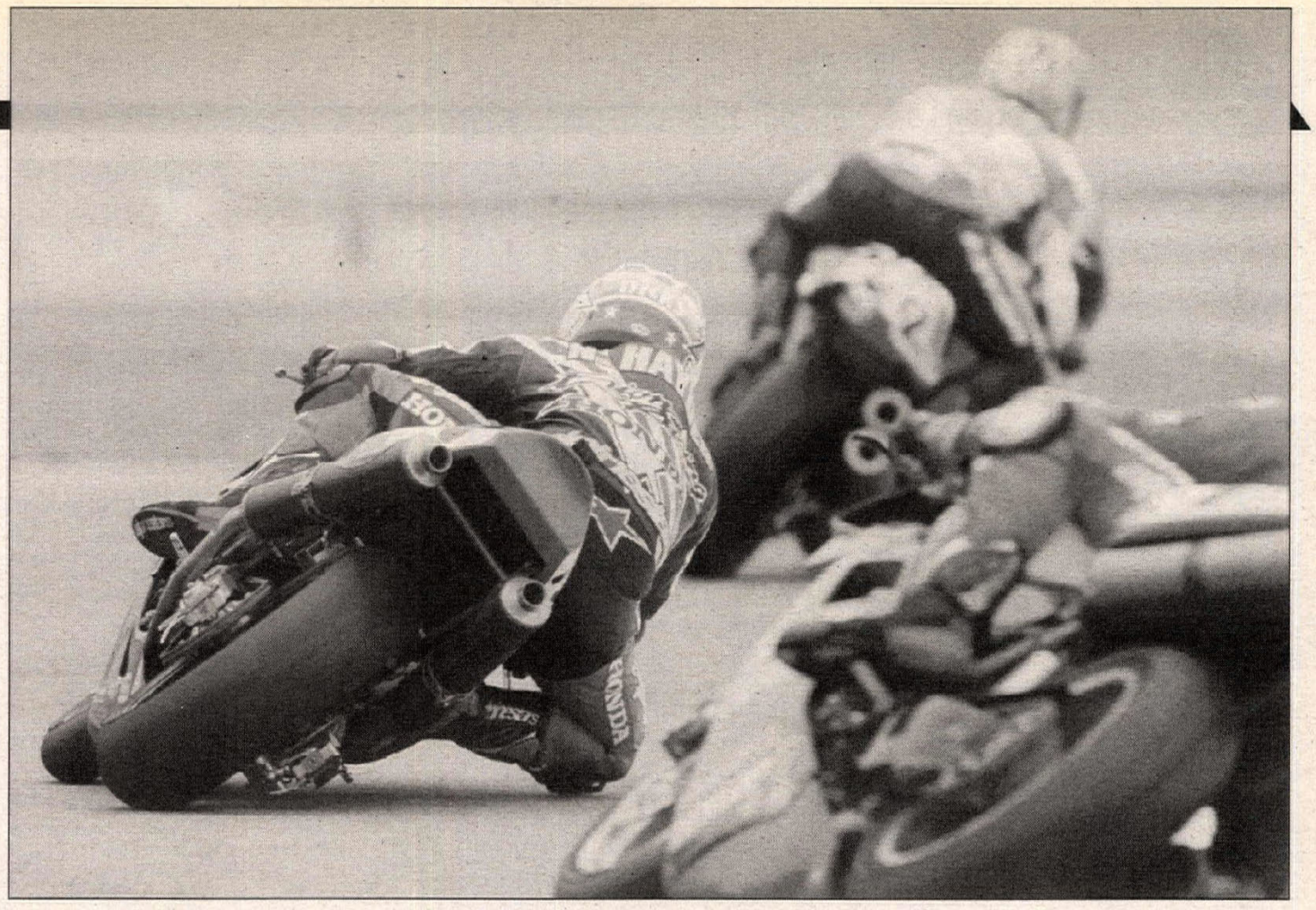
Yamaha's Jamie Hacking, who crashed in the final session and brought out the red flag, ended up ninth quickest, just ahead of 10th-place qualifier Nicky Hayden - on the first of the two factory Honda RC45s.

**Pikes Peak International Raceway**
**Fountain, Colorado**
**Results: September 19, 1999**

**SUPERBIKE QUALIFYING:** 1. Mat Mladin (54.009); 2. Ben Bostrom (54.186); 3. Aaron Yates (54.519); 4. Doug Chandler (54.578); 5. Jason Pridmore (54.5820; 6. Pascal Picotte (54.786); 7. Steve Crevier (54.885); 8. Larry Pegram (54.900); 9. Jamie Hacking (54.954); 10. Nicky Hayden 55.038); 11. Matt Wait (55.370); 12. Steve Rapp (55.459); 13. Scott Russell (55.494); 14. Eric Bostrom (55.531); 15. Mike Smith (55.694); 16. Rich Oliver (55.847); 17. Jeff Williams (55.304); 18. Tripp Nobles (56.972); 19. Damon Buckmaster (57.218); 20. Jamie Bowman (57.813); 21. Tom Kipp (57.822); 22. Jimmy Moore (57.888); 23. Dean Mizdal (57.911); 24. Jake Zemke (57.952); 25. Grant Lopez (58.004); 26. James Randolph (58.192); 27. Shane Clarke (58.203); 28. Mario DuHamel (58.363); 29. Roger Lee Hayden (58.465); 30. Dennis Burke (58.853); 31. Rad Greaves (59.098); 32. John Haner (59.116); 33. David Duprey (59.327); 34. Randall Mennenga (59.342).

**SUPERBIKE NATIONAL:** 1. Doug Chandler (Kaw); 2. Pascal Picotte (H-D); 3. Nicky Hayden (Hon); 4. Mat Mladin (Suz); 5. Ben Bostrom (Duc); 6. Steve Crevier (Suz); 7. Larry Pegram (Duc); 8. Mike Smith (Duc); 9. Matt Wait (Duc); 10. Scott Russell (H-D); 11. Jamie Hacking (Yam); 12. Eric Bostrom (Hon); 13. Steve Rapp (Suz); 14. Jeff Williams (Kaw); 15. Rich Oliver (Yam); 16. Jamie Bowman (Suz); 17. Jimmy Moore (Suz); 18. Tripp Nobles (H-D); 19. James Randolph (Suz); 20. Mario DuHamel (Suz); 21. Dean Mizdal (Suz); 22. David Duprey (Suz); 23. Randall Mennenga (Suz).
**Time:** 44 min., 29.158 sec.
**Distance:** 48 laps, 62.4 miles
**Average speed:** 85.133 mph.
**Margin of victory:** 1.538 sec.

**AMA SUPERBIKE CHAMPIONSHIP POINT STANDINGS (After 11 of 11 rounds):** 1. Mat Mladin (361/1 win); 2. Ben Bostrom (351/1); 3. Anthony Gobert (315/5); 4. Doug Chandler (307/3); 5. Larry Pegram (283); 6. Jason Pridmore (243); 7. Eric Bostrom (237); 8. Aaron Yates (234); 9. Jamie Hacking (230); 10. Steve Crevier (220); 11. Steve Rapp (204); 12. Pascal Picotte (178); 13. Rich Oliver (162); 14. Mario DuHamel (161); 15. Matt Wait (148); 16. Miguel DuHamel (141/1); 17. James Randolph (137); 18. Dean Mizdal (132); 19. Jamie Bowman (106); 20. Scott Russell (100).



**Nicky Hayden gave everyone a glimpse of the future at Pikes Peak. The superbike rookie ran at the front of the race for the first time, and he was right there at the end in third place. Next year the youngster will be a full-time superbike racer on Honda's new RC51.**

# Briefly...

The fact that the **Vance & Hines** team of Ben Bostrom and Anthony Gobert tested so close to the race raised the ire of the Suzuki team, who claimed that the test was not within AMA rules, and thus protested. With the rules stating that no team can test at a facility within 10 days of the race (the test was held September 7-8), the real question was what constitutes a race? Is it when qualifying starts on Friday or when the race starts on Sunday? "The rule isn't clear," said AMA road racing manager Ron Barrick. "So until we clarify the rule, we can't uphold a protest against it."

With that protest denied, the Vance & Hines crew were named in yet another **Suzuki** protest after the first day of qualifying on Friday when Ben Bostrom posted the quickest qualifying lap of the day - a lap that wasn't recorded via a transponder, but with the old infrared system. Bostrom didn't have his transponder on for his final laps and that caused the confusion. "We rejected the protest because there were no rules broken," Barrick said. "We require that transponders are used, but only for our scoring convenience." The old, infrared system doesn't post the times immediately like the transponders do, so Bostrom's fast lap that flashed on the screen at the last second of qualifying was actually turned a few laps earlier in the session. Bostrom's lap bumped Yoshimura Suzuki's **Mat Mladin** from the top spot on the qualifying charts, though it would probably all be for nothing if the pair - or someone else - went quicker on Saturday.

**Mike Smith** was making his third fill-in ride of the season. Smith subbed for the injured Scott Russell at the Phoenix round of the series, and then filled in for the White Endurance team in the World Superbike round at Laguna Seca Raceway in July. Now Smith, who works as a auto mechanic at a local dealership near his home in Georgia, was filling in on what is arguably the best motorcycle in AMA racing - the Vance & Hines Ducati. The Georgian ended up qualifying 15th and he finished eighth in the National.

There was no killing the **controversy** that swirled regarding the occurrences of Saturday's final qualifying session (see qualifying sidebar), and the AMA was still reviewing the incident well into Sunday's final day of racing. Naturally, the story had two sides and those on each side were vocal on their feelings towards the matter. "I think most importantly is that I was disappointed," Vance & Hines team owner **Terry Vance** said. "I think we as teams have cooperated with each other not to hinder anyone's performance. Now it's up the AMA to make a decision and we'll go from there. I will tell you that if my team had to do that to win, I'd never race again. We'd pack it up and go home." One source inside the Suzuki team said that all of the riders were told to try and block Bostrom whenever they could during the final qualifying session.

**Richard Alexander Jr.** was in attendance for the final race of the year, but the defending AMA 750cc Supersport Champion wasn't competing. Alexander, who was diagnosed with Lyme's disease earlier in the year, still isn't at full strength and he elected not to compete at Pikes Peak. "Three or four more weeks and I would have been okay to race," Alexander said. "The disease is gone, it's just the side effects. I've come here looking for a job. I don't want to do it on my own again, but I might have to. I'll see where it ends up. I'm really close to being healthy again. I motocrossed last week and it felt really good. I also taught a STAR school, but I just want to be 100 percent." Alexander rode a Chaparral Suzuki this season when he was healthy.

Fast By Ferracci's **Larry Pegram** was playing the part of rider and tuner at Pikes Peak with the absence of team owner/crew chief Eraldo Ferracci. "We're on our own this weekend," Pegram said. "The problem is we have these different tires. I come in and they take the temperature, but there's no Michelin guy here to tell us if the temperature is okay. I'm setting up my bike and Matt's (Wait) and picking tires. I'm doing Eraldo's job."

The **Erion Racing** crew dyed their hair various shades of yellow in honor of their two riders, Nicky Hayden and Kurtis Roberts. It worked as both riders won their respective championships - 600cc Supersport and Formula Xtreme. It was the Erion team's third successive Formula Xtreme title.

Long-time Miguel DuHamel technician **Al Ludington** will not be back at Team Honda next year. "They told me they are not renewing my contract for next year," Ludington said on Saturday at Pikes Peak. "It disappointed me, but it didn't surprise me. I have several options for next year and hopefully I'll have something settled by next week." Ludington found out about his situation with Honda some 10 days before the final event. The New Englander, who now lives in California, was with the team for eight years. According to sources close to the team, DuHamel isn't happy about the change.

**Larry Pegram** and Harley-Davidson's **Pascal Picotte** were caught shaking hands on a bet after Friday's first round of qualifying. The bet? Picotte said that on Saturday he'd be able to do a sub-54-second lap. Pegram said he couldn't, so thus the $50 wager. In qualifying, Picotte lapped slower in the final session, a 54.786, making Pegram $50 richer.

Yamaha's 600cc Supersport title hopeful **Tommy Hayden** wasn't having a good time at Pikes Peak, despite the fact that he was still at or near the top of the qualifying charts all weekend. Just 10 days ago, Hayden had surgery and pins were placed in his broken navicular bone in his left wrist - the rest of a motocross crash. "It hurts whenever I've got to push on that handlebar," Hayden said. "It's not much fun out there." Despite the injury, Tommy Hayden still put the Yamaha R6 on the pole for the race and he finished second in the final.

**Aaron Yates** knew that the tight-and-twisty 1.3-mile Pikes Peak layout would place an emphasis on passing, especially lapped traffic. Thus he spent some of his time practicing the art. "I've been practicing passing out there the whole time," Yates said. "I think that's going to be important. We'll see how the race goes." He used the practice to perfection in winning the 600cc Supersport final.

**Steve Crevier** ended his Yoshimura Suzuki career with a sixth-place finish in the National. He hopes the result was good enough to land him a ride in 2000. "I could get off the corners, but not through them," Crevier said. He was one of a few riders who used Dunlop's 501 tire rather than the dual-compound one.

Ferracci's **Larry Pegram** suffered with some tire problems in the National and that prevented him from matching Crevier's pace. "We didn't have a good enough selection this weekend," Pegram said. "We had two tires. The one I thought could win the race came apart. It was good for the first 10 laps. Surviving for 38 laps is a long time." Pegram and his Fast By Ferracci Ducati teammate Matt Wait were the only Michelin tire-using riders in the Superbike National.

Yamaha's **Jamie Hacking** had a weekend he'd rather forget. The South Carolinan crashed during Saturday's qualifying and hurt his knee, an injury that required stitches. Then on Sunday morning, he was highsided from his superbike in the warm-up session on the first lap, and the crash tore the stitches out of his knee. He got it patched and ran to the start line for the 600cc Supersport final. In that race he ran near the front until the bike started cutting out and finally stopped running. He started the Superbike National in pain, though he did get a pain-killing injection prior to the race. "Hell yes, I was injured," Hacking said. Hacking was further impaired by having to ride his back-up bike - the bike he only got to ride for half a lap in the warm-up session before he crashed it. Hacking recently signed a one-year contract with Yamaha. "That's what I wanted," Hacking said. "I could have done more (years)."

**Steve Rapp** said the AMA confused him with Jamie Hacking and he shouldn't have been meat-balled for jumping the start of the National. "They got me mixed up with Hacking," Rapp said. "92/82, you know. They (the AMA) said they were sorry and they gave me a hat." Despite having to undergo a stop-and-go penalty, Rapp finished 13th.

Muzzy Kawasaki's **Aaron Yates** didn't finish the race after encountering tire problems. Yates was never a factor in the National.

Yamaha's **Rich Oliver** had a miserable weekend in his return to racing after breaking his elbow at Road Atlanta. "We started at 57s and we ended at 57s," Oliver said. "The 600cc race was fun and the bike was working good actually. The elbow was a little weak on the superbike. I'm looking forward to doing something different next year. Tenth and 15th was all we had." Oliver said he would like to run a two-man 250cc GP team next year in AMA racing - if he doesn't get any superbike offers.

Speaking of miserable weekends, **Eric Bostrom's final** race on the Honda RC45 wasn't a success. Bostrom ended up 12th - 40 seconds behind Doug Chandler. "It's the worst ever," Bostrom said. "We were screwed right from the start. We never found anything that was acceptable. I know where we belong and it's not back there. I'm looking forward to a fresh start next year. We just had nothing going for us this weekend." Bostrom has signed a contract to race factory Kawasakis alongside Chandler next year.

**Jason Pridmore** crashed out of the 600cc Supersport race and things didn't get much better when his Yoshimura Suzuki blew up in the Superbike National. Pridmore injured his hip and elbow in the 600cc mishap, but elected to ride the Superbike race anyway. He was running a strong seventh when the bike broke. "I think we could have been fifth or sixth," Pridmore said. "It just wasn't our day."

AMA/Pro Honda Oils 600cc Supersport Series
Round 12: Pikes Peak International Raceway

# Yates wins, Hayden (Nicky) crowned

By Paul Carruthers
Photos by Henny Ray Abrams

(Above) The 600cc Supersport final featured a classic three-rider battle to the finish with Aaron Yates (20) eventually getting the better of Kurtis Roberts (80) and Tommy Hayden (22).
(Right) The spot that mattered was Nicky Hayden's fifth-place effort - it gave him the 600cc Supersport Championship.

FOUNTAIN, CO, SEPT. 19

Two years ago, a punk kid by the name of Nicky Hayden showed up at Pikes Peak International Raceway and took part in his first AMA professional road race. Riding a Kawasaki ZX6, the 16-year-old Hayden finished 13th. Who would have guessed that two years later that same Nicky Hayden would leave Pikes Peak with the AMA 600cc Supersport Championship?

Hayden did just that. Needing only to finish eighth if his older brother Tommy won the race, Hayden finished fifth - clinching the first professional championship of his career. It likely won't be his last.

"The race actually seemed like it took a long time," Hayden said. "Right at the beginning, the first few laps flew by and I thought we were about ready to see the halfway flags. I looked up and there were still 22 to go. From there, I just kinda got out in the middle by myself away from everybody. I just kinda cruised around. That was it."

The race win went to Muzzy Kawasaki's Aaron Yates, the Georgian saving his best for last to give Kawasaki its one and only 600cc Supersport win of the year. It was also his final day as a factory Kawasaki rider as he's already signed a contract to ride for Suzuki in 2000 and 2001.

"I've been thinking about this for a couple of weeks now," Yates said. This was the last race for Kawasaki, and I hadn't won anything all year. I really wanted to win something. I decided I was going to win or tear up everything in the truck trying. I really wanted to put a win with Kawasaki in my resume."

Yates ended up getting the best of a scintillating three-rider battle for the win as he was able to lead the laps that meant the most - the final ones. The early laps were led by Yamaha's Tommy Hayden, the only rider with a chance to topple his brother from atop the championship. Hayden started fast, led early, then gave way to Erion Honda's Kurtis Roberts. The youngest of the Roberts brothers led the middle portion of the race before giving way to Yates as the pair battled side by side for several corners. Then in the closing laps, Tommy Hayden was able to work his way around Roberts when the latter was balked in traffic, earning second place in the process. Hayden's performance was impressive, especially considering that he had his broken left wrist pinned just 10 days ago.

Fourth place went to a lonely Steve Crevier on the Yoshimura Suzuki - making it four different brands in the top four. Crevier was alone for most of the race after his teammate Jason Pridmore crashed out of their battle for fourth on the 18th lap.

Then came Nicky Hayden, the new AMA 600cc Supersport Champion. Hayden rode conservatively all day, wanting to spend the day by himself rather than in a pack - thus increasing his chances of finishing where he needed to.

Behind Hayden came American Honda's Eric Bostrom after he got the better of Yoshimura Suzuki's Steve Rapp in a race-long battle. Then came Chaparral Suzuki's Tom Kipp and his teammate Damon Buckmaster, with Yamaha's Rich Oliver rounding out the top 10 finishers.

The two Hayden brothers ruled the top of the championship, with Nicky beating Tommy by eight points, 372-364. Roberts ended up third in the series standings with 300 points.

Yamaha's Jamie Hacking grabbed the lead off the front row, only to be passed by his teammate Tommy Hayden on the entrance to the left-hand hairpin that makes up turn three. They completed the first lap with Tommy Hayden leading Hacking, Roberts, Crevier, Yates, Bostrom, Nicky Hayden, Kipp, Pridmore and Buckmaster.

Hacking's problems started almost immediately as his Yamaha slowed, then got going again, only to finally call it quits on the ninth lap.

When things sorted themselves out, it was Tommy Hayden, Roberts and Yates out front and pulling away. The win would go to one of those three. Which one, however, was in doubt until the very end.

Initially, Hayden had the edge. But on the ninth lap, Roberts squeezed by on the entrance to the hairpin and managed to make it stick.

"The race started out pretty good," Tommy Hayden said. "I led there for what seemed like forever, but it was only five or six laps. I wasn't real comfortable leading, and I knew I wasn't getting away, so I was kinda happy to follow Kurtis around. I thought maybe me and him could get away, but Aaron (Yates) was riding really good and he wasn't going to let that happen."

Roberts then led until the 20th lap. It was then that he came under attack from Yates, who had done away with Hayden a few laps earlier. In one lap, the lead duo changed spots repeatedly, with Yates ultimately coming out on top of a fairing banger with Roberts.

"The race was a lot longer than I wanted it to be," Roberts said. "I led for quite a while in the middle of the race, but the laps weren't going down fast enough. I kept looking over, and Aaron (Yates) was right behind me. Then he got underneath me - and me and him started banging out there for half a lap. It was quite fun, but I messed up on the next lap and gave him a sizeable gap. That was all he needed and he just kinda rode away. I tried to keep Tommy behind me, but I messed up again in the same corner with a few lappers and he went underneath us all. I couldn't get him back, but I was trying."

And that was it. Despite their best efforts, Yates was able to gap the other two - making the more aggressive passes in traffic to do so. And then, just a few laps from the finish, Hayden was able to get under Roberts when the Honda rider got stuck in some lapped traffic in the final corner. That was all it took and the top three were set.

"I knew if we were going to be in the front, I had to get on up there," Yates said. "I've been going pretty good all weekend. The bike's not really wanting to pull out of the turns as good some of the other bikes, but I had a couple of places dialed in really good out there. The traffic kinda helped out a little bit in a couple of spots. I didn't want to be leading early on like this guy (Hayden),

or in the middle like him (Roberts). I had an idea of what I wanted to do and it all worked out. I had a really good time racing with Kurtis out there."

Nicky Hayden, meanwhile, was content to follow the two battling Suzukis of Crevier and Pridmore, with Pridmore eventually crashing out. From there, Hayden rode alone to the title. **CN**

**Pikes Peak International Raceway**
**Fountain, Colorado**
**Results: September 19**

**600cc SUPERSPORT FINAL:** 1. Aaron Yates (Kaw); 2. Tommy Hayden (Yam); 3. Kurtis Roberts (Hon); 4. Steve Crevier (Suz); 5. Nicky Hayden (Hon); 6. Eric Bostrom (Hon); 7. Steve Rapp (Suz); 8. Tom Kipp (Suz); 9. Damon Buckmaster (Suz); 10. Rich Oliver (Yam); 11. Brian Parriott (Hon); 12. Josh Hayes (Suz); 13. Paul Harrell (Yam); 14. Roger Lee Hayden (Suz); 15. Mark Junge (Kaw); 16. Joseph Gill (Kaw); 17. Chris Rankin (Hon); 18. Jess Roeder (Yam); 19. Stuart Stratton (Yam); 20. Robert Christman (Yam); 21. Mark Ledesma (Kaw); 22. Stephen Wands (Kaw); 23. Steve Laszko (Hon); 24. Martin Sims (Yam); 25. Jared Kapoor (Yam); 26. Buck Blair (Kaw); 27. Scott Jensen (Hon); 28. Bob Laszko (Hon).
**Time:** 27 min., 41.473 sec.
**Distance:** 29 laps, 37.7 miles
**Average Speed:** 82.629 mph
**Margin of victory:** 1.250 sec.
**AMA 600cc SUPERSPORT SERIES POINT STANDINGS (After 12 of 12 rounds):** 1. Nicky Hayden (372/5 wins); 2. Tommy Hayden (364/3); 3. Kurtis Roberts (300); 4. Jamie Hacking (285/2); 5. Aaron Yates (268/1); 6. Josh Hayes (267); 7. Steve Crevier (262); 8. Steve Rapp (236); 9. Eric Bostrom (226); 10. Jason Pridmore (221); 11. Brian Parriott (195); 12. Tom Kipp (192); 13. Rich Oliver (169); 14. Sean Kowalski (161); 15. Jake Zemke (138).

**AMA/Lockhart Phillips USA 750cc Supersport Series; Round 11: Pikes Peak Internat'l Raceway**

# Kipp finishes in style

**By Paul Carruthers**
**Photo by Henny Ray Abrams**

FOUNTAIN, CO, SEPT. 18

Tom Kipp wasn't the fastest rider in practice. He wasn't the fastest rider in qualifying. And he may not have even been the fastest rider in the race. But fittingly, the most dominant rider in the 750cc Supersport Series ended his season with a victory.

On a warm and sunny day in Colorado, the Chaparral Suzuki rider culminated his championship-winning season with a gutsy performance that saw him come out on top of a scrap that lasted from green light to checkered flag.

Starting from the second row, Kipp got away with one as he clearly jumped the start to get to the first corner in third place. No harm, no foul, and no stop-and-go penalty for Kipp, who didn't waste much time pushing and shoving his way to the front of the pack.

"I was creeping forward and I'd watched all the starts today, and usually they were about the same," Kipp said of his start. "This time it just dragged on and on and on. I was rolling forward and eventually I had to shut off. I was concerned. I thought it might be a short race. I got a good start. I'm not going to lie, it definitely helped, but it's not like I got to turn one ahead of everybody else. My laps were faster than what I'd qualified, faster than what I'd practiced - I felt I deserved to run up front. I don't feel too bad about it."

But the victory didn't come easily. Kipp was constantly hounded by Ricci Motorsports' Jimmy Moore, until Moore crashed on the 21st lap. Then Kipp's teammate Damon Buckmaster took over the chase and he hounded Kipp all the way to the finish, giving the first-year team its first one-two finish of the season.

"I was trying to make up for a crummy weekend," Kipp said. "I haven't been going very well on that bike all weekend long. We were starting to make some headway on the setup, but Damon had a much faster pace all weekend and I knew it would be very difficult to beat him today. Once I got a good start, I felt that as long as he wasn't leading... well, that was my biggest fear. All these guys were running strong. Everyone I was racing with was faster than me in qualifying and faster than me in practice. I knew I had a good bike setup. We made some big changes and the very last time we went out it started feeling pretty good. I just rode really hard and really aggressively. I just did my best to be aggressive."

Buckmaster's race also didn't lack in difficulty. Despite starting from pole, Buckmaster muffed the start and ended the first lap just inside the top 10. He then went to work. Methodically. The Australian took his time and knifed his way through the pack until he was finally on the tail end of the Moore and Kipp battle. Then he just sat and watched, finally seeing Moore throw it away.

"He was kind of riding on the edge a little bit for the amount of laps we had to go. I was just kind of content to sit behind and watch it for a little while. Tom wasn't making half the mistakes that Jimmy Moore was making, and I thought that he might go down if he tried to keep that pace up. He was trying to shove it under Tom a few times and I thought it was a risky move. I was just happy to sit back and take away a few more laps because I needed to cool my tires. I wanted to get around Jimmy as quick as I could, but not go as hard as he was. Unfortunately, he went down. That's bad luck for him because he's been riding quite well this year."

From there, Buckmaster did all he could to pass his teammate, but there wasn't anywhere to do it. He settled for second place.

"I haven't really got any major complaints," Buckmaster said. "I made a bit of a *faux pas* off the line. I holeshotted the last two races and I really thought I would holeshot this one, and it was probably the most crucial one to holeshot. Unfortunately, I didn't. I got stuck behind a few slower guys and it took a lot of energy and a lot of tire to do that, but fortunately I got around them before the end. I had to chase Tom down and it was hard work. He's the National Champion, so it's not going to be easy. Tom rode really good. I tried to do it in a couple of corners there, but I just didn't have it.

"Traffic was bad," Buckmaster added. "On a 1.3-mile track, you're going to have a lot of traffic. Especially in a Supersport class, where it's quite a full grid. It was tough. Trying to get around those guys was difficult. There's only like two or three corners to do it, and that's if you don't make a mistake trying to get around them."

Third ultimately went to 1-800-Cycle Gear's Jake Zemke, who wrapped up second in the title chase with the result. Zemke got the best of a six-rider duel for third that eventually whittled down to just him and Hooters' Suzuki's Jamie Bowman. In the end, Zemke got the spot - his seventh podium finish of the 11-race season.

"I got a great start off the line, and I think Tom (Kipp) was the first guy to go by me going down the back straight-away," Zemke said. "I kind of struggled getting my bike setup all weekend, and I think it showed in the race. Tom and Damon were both able to pull away from me easily. It was a long race and there was a lot of attrition, a lot of guys going down out there. It's a really tight track and with 29 laps you've really got to keep your head about you - keep your wits about you. In a race that long, it's easy to lose your concentration, especially on a track like this where you really don't have any time to rest. All in all, I'm really happy with my season and this race. Six podiums in a row - the only way I'd be any happier is if I'd have won one."

Bowman ended the day fourth, clear of 4&6 Racing's James Randolph, Olathe Suzuki's Shane Clarke, Valvoline EMGO Suzuki's Grant Lopez, the remounted Moore, and 1-800-Cycle Gear's Roger Lee Hayden. Hooters' Suzuki's Mario DuHamel filled the top 10. **CN**

**Chaparral Suzuki teammates Tom Kipp (16) and Damon Buckmaster (147) were this close for the final laps of the 750cc Supersport final. Kipp, who had already clinched the title, took the win, with Buckmaster finishing second.**

**Pikes Peak International Raceway**
**Fountain, Colorado**
**Results: September 18, 1999**

**750cc SUPERSPORT FINAL:** 1. Tom Kipp (Suz); 2. Damon Buckmaster (Suz); 3. Jake Zemke (Suz); 4. Jamie Bowman (Suz); 5. James Randolph (Suz); 6. Shane Clarke (Suz); 7. Grant Lopez (Suz); 8. Jimmy Moore (Suz); 9. Roger Lee Hayden (Suz); 10. Mario DuHamel (Suz); 11. Charles Chouinard (Suz); 12. John Haner (Suz); 13. David Duprey (Suz); 14. Danny Hart Jr. (Suz); 15. Ryan Burke (Suz); 16. Randall Mennenga (Suz); 17. Justin Savage (Suz); 18. Dennis Burke (Suz); 19. Steve Laszko (Hon); 20. Rory Palmer (Suz); 21. Nick Daniels (Yam); 22. Kevin Carter (Yam); 23. James Jessen (Suz); 24. Jeremy Chisum (Suz); 25. David Ortega (Suz); 26. Scott Jensen (Hon); 27. Brian Keppen (Suz); 28. Brian Parriott (Hon); 29. George St. John (Suz); 30. Joseph Gill (Kaw); 31. Jared Kapoor (Yam); 32. Anthony Doran (Hon); 33. Eric Ercling Haugo (Suz); 34. Jess Roeder (Yam).
**Time:** 28 min., 3.621 sec.
**Distance:** 29 laps, 38.15 miles
**Average Speed:** 81.543 mph
**Margin of Victory:** 0.207 sec.
**AMA 750cc SUPERSPORT SERIES POINT STANDINGS (After 11 of 11 rounds):** 1. Tom Kipp (344/6 wins); 2. Jake Zemke (288); 3. Jimmy Moore (274); 4. Grant Lopez (252/2); 5. Mario DuHamel (247); 6. James Randolph (234); 7. Jamie Bowman (228); 8. Tommy Hayden (214/1); 9. Brian Parriott (186); 10. Richard Alexander Jr. (183); 11. Damon Buckmaster (150/1); 12. Josh Hayes (147/1); 13. John Jacobi (128); 14. Joseph Gill (119); 15. Roger Lee Hayden (118).

**AMA/Mazda 250cc Grand Prix Series**
**Round 10: Pikes Peak International Raceway**

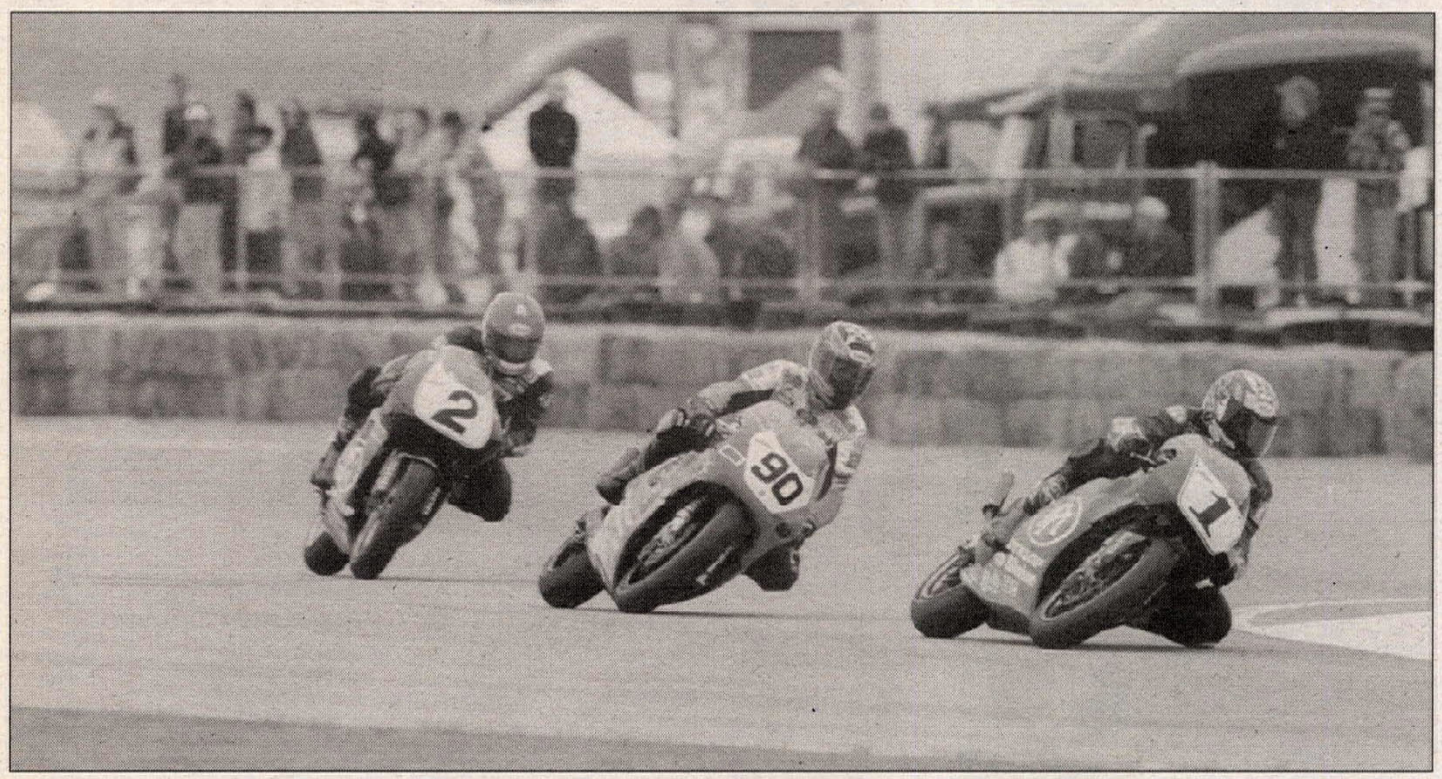
# Sands storm

**By Henny Ray Abrams**

FOUNTAIN, CO, SEPT. 19

It has not been the best of years for Roland Sands.

Injured in a spill at the first race of the season in Daytona back in March, and again shortly after he returned to racing at mid-season, the Performance Machines rider has been prevented from showing why he carries the number-one



Roland Sands (1) ended an injury-riddled year with a victory in the 250cc GP class over new champion Chuck Sorensen. Randy Renfrow (2) was docked a lap.

plate on his Yamaha TZ250. That is, until today.

Fully recovered from the problems which have limited his seat time this year, Sands showed how he earned the National Championship last year and what sort of force he could be next year, though he was fully tested on his way to winning the red-flagged Mazda Trucks 250cc Grand Prix on a brisk and cloudy afternoon at Pike's Peak International Raceway.

"I was pretty determined to win this one," Sands said after his second win of the year. The first win had come months ago at Road America in Elkhart Lake. At that race he injured his back and it took him until now to get going again. "I wanted to come back from my injury and show everybody that I was still determined and wanting to win."

To do it he had to overcome both the new National Champion, World Sports Imports' Chuck Sorensen, and Randy Renfrow, on the second Performance Machines entry, his a Honda RS250.

In the end, the race would be called complete after the second of two red flags, the second one less than a lap into the restart on what would have been the 22nd lap.

At the time it was called, Sands was in front of Renfrow by 0.344 seconds with Sorensen third.

However, Renfrow had been given a stop-and-go penalty for jumping the start on the second start and was penalized a lap, even though the field didn't complete one full tour. He was moved to 11th place and has said he will file an appeal.

That put Quenni King in third. King had been running by himself for most of the race before it was stopped, and had gated well in the second start.

Because of the red flag, there was no average speed or winning time for Sands. That didn't matter. What mattered was his race, and it was a good one.

The battle of number ones started right off the bat, the top three, Sands, Sorensen, and Renfrow, getting away from the field and setting their own agenda.

The race was 29 laps, an eternity on the tight and twisty course, built in the infield of the one-mile oval, so there wasn't much getting away.

"As long as you don't let anybody get real far away from you, you can make it up," Renfrow began, "and basically I knew going in that this would be a race and you'd have to race to the very end."

Renfrow had tailed off the pace about a third of the way in, Sorensen by now in the lead, having taken over on the sixth lap with an inside move on Sands in the carousel.

"I wasn't going so great into the carousel back there, and Chuck showed me how deep I could go in back there," Sands said. "So I followed him for four or five laps and I saw I had a little bit of speed on him on top. So I figured if my bike's faster I can't let him beat me, right?"

Sure enough, on lap 12 it was Sands back in front for good.

"After Roland passed me back, I again saw plus zero; first I saw a plus one and Randy caught up," Sorensen said. "I was just trying to ride my own race, basically, at that point, and not let him catch me. I wanted to go to the front. The whole package just wasn't there today."

Renfrow had dropped off the pair on the 13th lap, but mounted a charge and came at Sorensen at the end of the backstretch, braking for the hairpin.

"I got in there pretty hot and knew that I had to ride him in pretty far, and the drive out probably wasn't as good as usual," Renfrow said.

Once past, Renfrow set out for Sands who he hounded until the race was called when the first red flag came out on the 22nd lap.

"My lap times were better at the end than they were at the beginning," Renfrow said. "And I thought I was smoother and more fluid on the bike, I could make the motorcycle do more things. I thought the race was developing well for me. Everything just got better as the race went on, as opposed to deteriorating. Slides were better, I could go around or inside corners where I tended to run one line before. Lap times were better than all weekend."

"I looked back one lap from the red flag and Randy had caught up and was right there, and I was expecting a race of it," said Sands, who'd seized his Yamaha in the morning warm-up and had to re-build it. "And they red flagged it and that was that."

After a short delay the race was restarted, but it came to a quick end when Chris Ulrich crashed in the carousel on the first lap. Because of the tightness of the schedule, and the impending televised Superbike race, the race was called.

Renfrow knew he'd been assessed the meatball penalty for jumping the start and thought he'd dodged a bullet when it was red flagged. But the penalty was assessed and he was dropped from the podium.

King took the third with Jeff Leggitt by himself in fourth and Derek King getting just ahead of Greg Esser for fifth on the final lap. **CN**

**Pike's Peak International Raceway**
**Fountain, Colorado**
**Results: September 19, 1999 (Round 12)**

**MAZDA TRUCKS 250cc GRAND PRIX:** 1. Roland Sands (Yam); 2. Chuck Sorensen (Yam); 3. Quenni King (Yam); 4. Jeff Leggitt (Hon); 5. Derek King (Hon); 6. Greg Esser (Hon); 7. Jeff Vos (Hon); 8. Keller King (Yam); 9. Perry Melneciuc (Hon); 10. Chris Ulrich (Yam); 11. Randy Renfrow (Hon); 12. Larry Roberts (Yam); 13. John France (Hon); 14. Ed Sorbo (Yam); 15. Colin Jensen (Apr); 16. Geoff Maloney (Yam); 17. Andrew Edwards (Yam); 18. Traci Schalow (Yam); 19. Tom Christian (Hon); 20. Edward Marchini (Hon).
**Time:** N/A due to red flag.
**Distance:** 21 laps, 27.615 miles.
**Average speed:** N/A due to red flag.
**Margin of victory:** 0.344 sec.
**FINAL MAZDA TRUCKS 250 cc GRAND PRIX C'SHIP POINT STANDINGS (After 12 of 12 rounds):** 1. Chuck Sorensen (340/6 wins); 2. Derek King (263/1); 3. Chris Ulrich (243); 4. Quenni King (237); 5. Jeff Vos (203); 6. Ed Sorbo (200); 7. Greg Esser (198); 8. John France (194); 9. Rolando Quintero (169); 10. Perry Melneciuc (154); 11. Bruce Lind (136); 12. Roland Sands (135/2); 13. Geep Terranova (126/1); 14. Keller King (105); 15. William Himmelsbach (96); 16. Al Salaverria (93); 17. Randy Renfrow (91); 18. Colin Jensen (90); 19. James Bonner (88); 20. Ralph Staropoli (85).

**Pirelli Formula Xtreme**

# Hayden's race, Roberts' title

**By Henny Ray Abrams**

FOUNTAIN, CO, SEPT. 18

Twenty-five years after his legendary father earned his last National Championship, Kurtis Roberts did the family name proud by winning his first professional title, the Pirelli Formula Xtreme crown, on a warm and sunny afternoon at Pikes Peak International Raceway in the Rocky Mountains of Colorado.

"It was definitely the longest 29 laps I've ever done," said Roberts, whose father Kenny won his first mile dirt track national in Colorado Springs. "Definitely the slowest I think I've ridden all year, too." Roberts the elder, whose last National Championship came in 1974, watched the race trackside, his right hand in a cast from a recent off-road riding accident.

The race was won by Roberts' Erion Racing teammate, Nicky Hayden, his fourth in a row and seventh of the season. But Roberts had come into the final event on the 10-race calendar with a yawning lead and needed only to finish 22nd or better to take the crown. It was a breeze, Roberts finishing a controlled sixth to earn the number-one plate, his first, and the Honda team's third in a row.

He had put himself in a winning position by finishing every race, racking up three wins and three other podiums along the way. Roberts took over the championship lead when Hayden was knocked out of the Laguna Seca round with a mechanical problem, and never relinquished it.

"This year's been kind of strange," the now blond-haired Roberts said. "I've basically just been trying to conserve the championship lead since Laguna, fourth round of the season, after I won two and Nicky had a couple of problems. Just ride conservative."

As for the race, Roberts said there wasn't much to talk about. "It was just kind of riding around. I basically just did what I had to do all year," he said.

That wasn't how he'd wanted it. He'd been riding well all weekend and had qualified on the pole. With the championship on the line there was no way he was going to take any chances, not until he'd mathematically clinched the title. That didn't happen until the very last lap, and by then there was no way he was going to catch the leaders.

Out front it had been mostly Nicky Hayden, after a while. The early leader was Kawasaki Canada's Michael Taylor, with Hayden needing five laps to get around him. Once by, Hayden was able to control the pace and win the race in record time.

He completed the 29-lap, 38.135-mile race in 27 minutes, 26.646 seconds at an average speed of 83.374 mph. The previous speed mark was 80.060 mph.

"I'm happy about the win, but I'm just a little bit disappointed, just because I feel like we had a pretty good shot at the championship," Hayden said. "Kurtis, he did what he needed to do and finished all the races. We had three DNF's: It killed us for any shot. We got a lot of race wins and I guess I can't be too greedy."

The final one was here.

After disposing of Taylor, Hayden was chased by Josh Hayes, the Valvoline Suzuki rider who will move to the championship-winning to catch Hayden, but he had done a good job to keep him in his sights.

"Up until then I was trying, I was keeping him pretty close," Hayes said. "He wasn't really that far gone. I was watching his pit board. He had a plus-one the whole time. I said, all right, I know he gets frustrated with that. So I kept it there. And I said when traffic comes around it's going to get better. I've got a lot of endurance miles and I figured that might help me a little bit in traffic. And just when I thought everything was going to go good I lost a contact lens, once again this year. I thought

I'd learned my lesson. It didn't really slow me down too much."

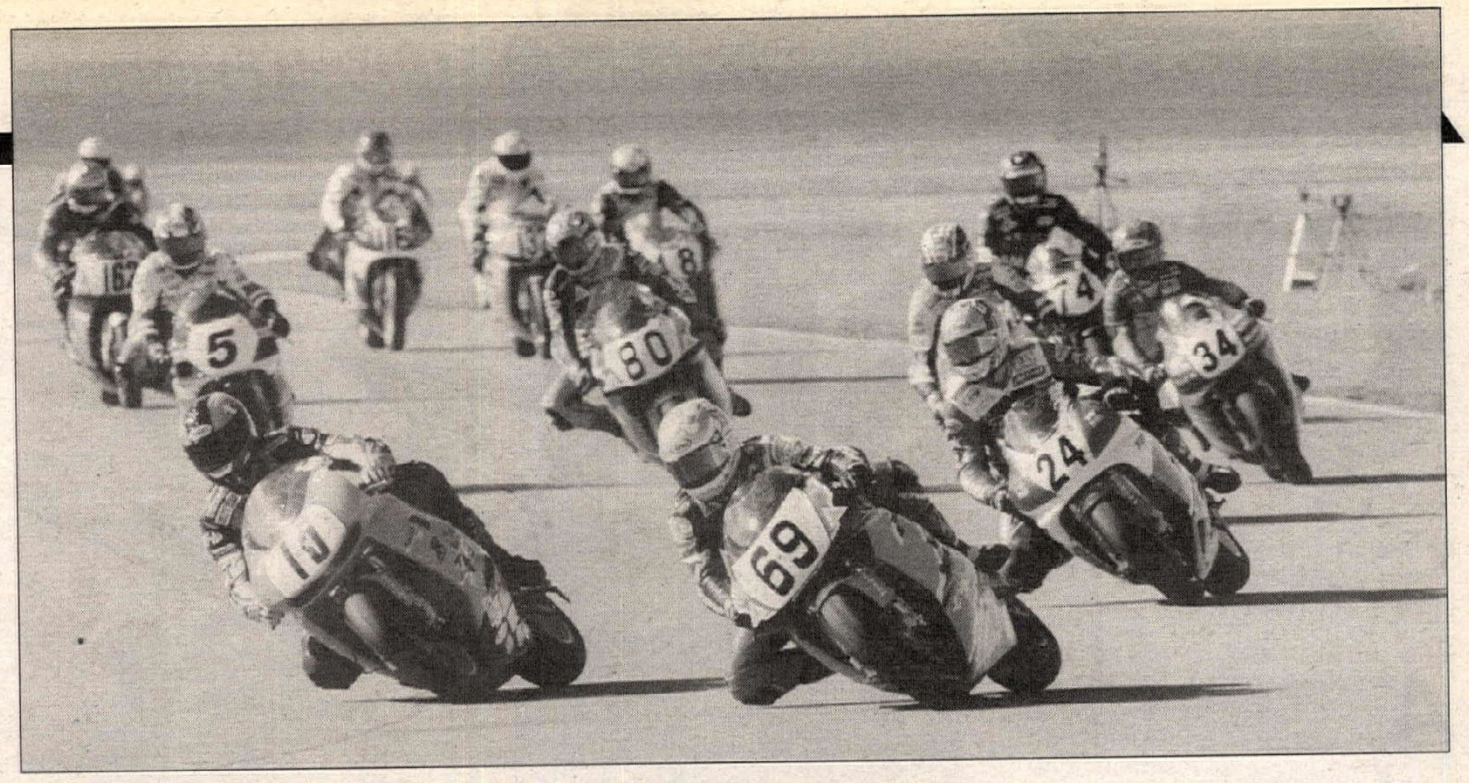
Farther back came Attack Performance's Mark Miller in third. Part of a pack of four contesting third early in the going, Miller was losing ground in fifth when he started to make his move with about 10 laps to go. He set out for Grant Lopez, who he'd pass with about five laps to go, holding the spot for his fifth podium of the year.

"It's about the happiest I've ever been for third place, but I had to earn it," said Miller, who finished fourth in the championship. Miller said he was able to get back around Lopez on the brakes going into six: "I got a good drive coming around the carousel left and I just set him and tried to make a good, clean pass, and hugged the inside on the exit so he couldn't get back by and made it stick."

Lopez took fourth, then came Taylor, followed by Roberts. Farther back Dutchman Racing's Michael Barnes was seventh, well in front of Coloradans Daniel Turner, on a Tri City Cycle Yamaha, and Ricky Orlando, on the Cycles of Boulder Kawasaki. CN

**Pike's Peak International Raceway**
**Fountain, Colorado**
**Results: September 18, 1999**
**(Round 10 of 10)**

**PIRELLI FORMULA XTREME:** 1. Nicky Hayden (Hon); 2. Josh Hayes (Suz); 3. Mark Miller (Yam); 4. Grant Lopez (Suz); 5. Michael Taylor (Kaw); 6. Kurtis Roberts (Hon); 7. Michael Barnes (Yam); 8. Daniel Turner (Yam); 9. Ricky Orlando (Kaw); 10. Dean Mizdal (Suz); 11. Doug Vickery (Yam); 12. Clint Brotz (Yam); 13. Johnny Page (Yam); 14. Martin Sims (Yam); 15. Justin Savage (Suz); 16. Russell Strobridge (Kaw); 17. James Jessen (Suz); 18. Paul Harrell (Yam); 19. Eric Haugo (Suz); 20. Rad Greaves (Suz); 21. Bryan Chesser (Kaw); 22. Thomas Montano (Duc); 23. Jordan Szoke (Hon); 24. Cory Andrews (Suz); 25. Mark Junge (Kaw); 26. Shawn Higbee (Bue).
**Time:** 27 min., 26.646 sec.
**Distance:** 29 laps, 38.135 miles.
**Average Speed:** 83.374 mph.
**Margin of Victory:** 1.559 sec.
**PIRELLI FORMULA XTREME C'SHIP POINT STANDINGS (After 10 of 10 rounds):** 1. Kurtis Roberts (298/3 wins); 2. Nicky Hayden (280/7); 3. Josh Hayes (253); 4. Mark Miller (241); 5. Grant Lopez (231); 6. Rad Greaves (165); 7. Steve Grigg (162); 8. Clint Brotz (148); 9. Takahito Mori (140); 10. Paul Harrell (133); 11. Michael Barnes (120); 12. Mike Sullivan (112); 13. Chuck Graves (107); 14. Johnny Page (82); 15. (TIE) Cory Call/Chris Voelker (80); 17. Dean Mizdal (74); 18. Jordan Szoke (72); 19. Devin Battley (65); 20. (TIE) Jeff Hagan/Al Salaverria.



(Above) Race winner Nicky Hayden (69) gets the jump on Michael Taylor (15) and Mark Miller (24). Kurtis Roberts (80) played it cool and ended up the Formula Xtreme Champion of 1999.
(Below) The Pro Thunder class gets off the line with Shawn Higbee (2) launching away behind Mark Ledesma (17) and David Estok (2). The race was won by Eric Wood (hidden).

**AMA/Progressive Insurance Pro Thunder Series Round 10: Pikes Peak Internat'l Raceway**

# Four Wood

**By Henny Ray Abrams**

FOUNTAIN, CO, SEPT. 19

The title had already been decided in the Pro Thunder class, so there was no need for tactical racing on a cold and blustery afternoon at Pike's Peak International Raceway. It could be flat out, bar to bar, flag to flag. And that's how it was.

The major combatants were BCM Motorsports' Eric Wood and Tilley's H-D/Buell's Shawn Higbee.

Off the start it was Higbee and Wood, with Mark Ledesma hanging on as the tail end of the trio, his Suzuki SV700 severely outgunned by Wood's Ducati 748 and Higbee's Buell Lightning 1200.

As the race progressed, Wood and Higbee swapped spots, Higbee leading from lap 14 through 19, with Wood taking it back for 20 to the end. Leading meant nothing, however; a single mistake could bring a change in the order and that's what happened on the final lap.

Trying to split a pair of backmarkers, Wood ran wide in the hairpin at the end of the back straight, running onto the dirt on the outside of the track, allowing Higbee to take over the point.

"We came across two lapped guys going into that heavy braking turn, turn three on the last lap," Wood said. "I said, 'I've got to get them both, get them both in between us.' I got by the first guy and the second guy started turning in, he didn't see us coming. I lost the front. As soon as he cleared by I let go of the brakes and just ran straight onto the dirt, tried to turn as much as I could. Ended up in the dirt. And I saw Shawn out of the corner of my eye going around the outside. I literally stood up on the pegs and held the thing wide open through the dirt and just stuck it underneath him and did everything I could to keep the front end together and underneath me and hold it as tight I could on the exit."

Given the tight, twisty nature of the 1.315-mile track, it would take a miracle or a mistake for Wood to retake the lead.

"I thought I had it won," Higbee said. "All of a sudden he comes shooting up the inside and I'm like, 'Whoa, he's not done yet.'"

The move, in the carousel on the final lap, caused Higbee to make a mistake.

"I think I was up the inside, maybe on the paint line or something, and came sideways," Higbee said of the maneuver which threw him out of the saddle. "I saw him come in, and he was coming in real hot and I was hoping that he would run wide enough to where I could get a drive under him, and I got up beside him and gassed it up and went sideways."

Seconds after being out on the dirt Wood was in the green, slicing past Higbee and holding on for his fourth win of the season, this one by a scant 0.250 seconds.

"First half of the race he had a little steam on me," Wood said of the difference in their bikes. "At the end of the race I kind of turned the tables a little bit. But they were both pretty close the whole way around. They both handled real good. It was just a matter of playing the traffic. I knew that was going to be the case on a track like this and fortunately it worked out. It might have gone either way."

Wood won the 29-lap, 38.15-mile race in 28 minutes, 17.180 seconds at an average speed of 80.891 mph. That Higbee was able to finish second was something of a miracle. He'd blown up his A-bike in morning practice, and his spare Pro Thunder machine also had problems. So he was forced to ride his Formula Xtreme Buell and found the gearing a little off.

"We went a little conservative on the gearing," Higbee said. "We took a tooth off the rear and I think that was hurting us a little bit coming off the corners; that's where Eric was hurting us coming off."

Ledesma said he had fun watching the battle in front.

"It was pretty hairball a couple of times," he said. "Eric was a demon on the brakes, trying all over Shawn in the hairpin back there. I just thought, if I can hang on with these guys, maybe one of them's going to take each other out or something because it was crazy. Eric's running off the track. It was hairball. Battle back and forth, back and forth. They'd catch traffic and I'd catch back up whatever gap they got on me. I just didn't have anything for them as far as horsepower. I was just hanging on with brakes and corner speed."

The front three were well clear of Motorcycle Online's Dave Estok, who took a lone fourth after Shawn Conrad, who'd dogged him past mid-race, dropped out on the 16th lap.

Conrad had clinched the title at the previous round in Brainerd and finished the year with 319 points. Higbee was a secure second coming in, ending the season with 286 points and three wins. Tom Hull, fifth today, takes third in the points, with 244. CN

**Pike's Peak International Raceway**
**Fountain, Colorado**
**Results: September 19, 1999 (Round 12)**

**PROGRESSIVE INSURANCE PRO THUNDER:** 1. Eric Wood (Duc); 2. Shawn Higbee (Bue); 3. Mark Ledesma (Suz); 4. David Estok (Bue); 5. Tom Hull (Duc); 6. Bill St. John (Duc); 7. Jeff Nash (Duc); 8. Thomas Fournier (Duc); 9. Thomas Montano (Duc); 10. Billy Graef (Bue); 11. James Lickwar (Duc); 12. Shane Turpin (Bue); 13. Douglas McLeod (Duc); 14. David Kieffer (Bue); 15. Michael Dube (Hon); 16. Robert Gonzales (Duc); 17. David Hull (Duc); 18. Tom Chauncey (Duc); 19. Ron Tuchschmidt (Duc); 20. Shawn Conrad (Duc); 21. Marc Underberg (Duc); 22. Richie Morris (Duc); 23. Michael Gage (Tri); 24. Mark Cummings (Duc).
**Time:** 28 min., 17.180 sec.
**Distance:** 29 laps, 38.15 miles.
**Average speed:** 80.891 mph.
**Margin of victory:** 0.250 sec.
**FINAL PROGRESSIVE INSURANCE PRO THUNDER C'SHIP POINT STANDINGS (After 12 of 12 rounds):** 1. Shawn Conrad (319); 2. Shawn Higbee (286/3 wins); 3. Tom Hull (244); 4. Bill St. John (237); 5. Cory Call (231/1); 6. Jeff Nash (231); 7. Billy Graef (208); 8. James Lickwar (185); 9. Richie Morris (160); 10. (TIE) Eric Wood/Michael Gage (153/4); 12. Robert Gonzales (147); 13. David Estok (137); 14. Thomas Montano (136); 15. Thomas Fournier (128); 16. Christopher Boy (117); 17. Gavin Slabbert (115); 18. Mark Cummings (83); 19. Chad Healy (72); 20. Tom Chauncey (64).

## Round 17: Cal Expo State Fairgrounds

AMA GRAND NATIONAL DIRT TRACK SERIES

# Closure

By Scott Rousseau
Photos by Flat Trak Fotos and Shawna Rousseau

SACRAMENTO, CA, SEPT. 18

After the week that he'd dealt with, it might be easy - and even understandable - to assume that Chris Carr would be a little less than at his best when he showed up at the Cal Expo State Fairgrounds for the Sacramento Mile. Even though his second AMA Grand National Championship number-one plate was well within reach, there was concern by Carr's family and friends that the week spent in Dallas at the bedside of his good friend and protégé, Toby Jorgensen, had extracted a heavy toll on his focus for the task at hand.

But after it was over... no, scratch that... by the halfway point in the 20-lap main event, Carr made it clear that he had come to race, to win and to leave with the championship title in hand.

That's just what the 32-year-old Pennsylvania transplant did before his true home fans - a record 19,139 of them - as he clinched his second AMA Grand National Championship via a runaway victory in the feature, which was shortened by AMA officials due to tire-wear concerns. The Harley-Davidson of Sacramento/Phoenix Racing/Big Valley Ford-backed Carr didn't act as though he was concerned with either tire or mental wear, as he ran second to chief championship rival Rich King off of turn two, then shot by him on the back straight to lead all 20 circuits before falling under the Scott Zimmerman checkered flag with a lead of well over half a straightaway. The win put the championship away with two races remaining, as Carr picked up more than enough points on title rival Rich King to put the championship out of reach for the Iowan. Carr built his lead over King to 53 points, 295-242. There are a maximum of 46 points available in the final two rounds of the series.

Carr made it look all too easy, but he was quick to credit everyone but himself for the way that the race - and the whole year - had gone.

"This is a special day for me," Carr said. "I got to win in Sacramento, in front of my hometown people. I have to thank Mike Shattuck of Harley-Davidson of Sacramento for giving me a new career. I was off screwing around with them damn road racers for a couple of years. I came back, and I wasn't making any money, and that guy gave me a chance and gave me a career back so that I could make a living of this. I have to thank him from the bottom of my heart.

"And to my great mechanic Kenny Tolbert, and Travis Smith. To see these guys busting their butts for 80 to 100 hours a week and then get in the truck to drive to the races, I can't thank those guys enough for giving it their heart and soul."

And how fitting that the man who finished second to Carr was the man who had finished just that one spot ahead of him so many times through 10 years of intense rivalry that always managed to remain friendly at the end of the day. Yep, nine-time AMA Grand National Champion Scott Parker missed out on what was probably his last chance for a win at Sacramento, as he flogged his Bill Werner-prepared factory Harley-Davidson XR750 to a distant second-place finish after getting a lousy start off the second row and running 10th early on a narrow-grooved race track that demanded that you get to the front in a hurry if you wanted to run with the lead draft. Parker never did get to run with Carr, but he did get to run with just about everybody else - and run them down - starting with USC Racing/Lancaster Harley-Davidson/Dodge Brothers' Kevin Varnes on lap two and finishing in a drafting war with 1-800-FASTHOG/Moroney's Harley-Davidson's Mike Hacker and Corbin Racing/H-D Cycle Center of Waterloo/SuperTrapp-sponsored Rich King on the last lap. Parker was still smiling at the finish, and he didn't appear to be the least bit out of breath.

"I just had to put my head down and try to reel 'em in," Parker said. "As I started picking 'em off, one by one, things started rolling, but the worst thing that I could see was Chris Carr putting time on us. I looked up there, and I was like 'Uh oh, this ain't no good.' I was hoping that someone could get up there and slow him down a bit, you know, mix it up with him. But he must've had everything rolling real good, got the holeshot and did his job. I was just back there sucking hind tit for a little bit."

**It's over: Chris Carr happily paraded his team owner Mike Shattuck around the track after winning the Sacramento Mile and clinching his second AMA Grand National Championship before a record crowd of over 19,000 at the Cal Expo State Fairgrounds.**

Hacker enjoyed his best career day on the mile yet with a third-place finish. He started sixth before more or less getting prodded and pushed upfield by Parker, but the 23-year-old Virginian then got rolling and did his own prodding aboard his Mike Wheeler-tuned Harley-Davidson. Hacker diced with - and dropped - recent Springfield winner King and Eaken Racing's Will Davis en route to the podium finish.

"I'm happy with third behind these guys (Carr and Parker); they're the best in the business," Hacker said. "The first half of the race, I think that we were all just taking it easy, except for Chris - he took off. We were just trying to conserve tires and make sure that we had enough (tire), but I'm happy with third."

King acquitted himself well aboard his Sam Wessely-tuned XR750, finishing fourth on the heels of his fifth-place finish at Dallas and his win at Springfield. He got off to a great start, actually leading Carr off the second corner in the main event, and he ran no lower than fourth for most of the race. Although he could do little about the streaking Carr, the 36-year-old Iowan found himself well in position to pull off a podium finish late in the race, only to blow it in the last two corners. Needless to say, he was less than happy about the night - but not in the way that you'd expect.

"I just cooked her into turn three, trying to draft Scott off of turn four, and I screwed up," King said. "I about took him and Hacker both out, and I kind of feel bad about it."

But what about the year?

"Oh, I'm real happy about the year," he said. "The way that my sponsors pulled together for me, I'm real happy about that. I wish that I would have had the championship, but don't feel bad about the year that I've had."

The 34-year-old Davis kind of bookended the show via his fifth-place start and fifth-place finish. In between, however, the North Carolinian appeared to be giving it all he had, and with decent results, as he ran in second place for much of the first half of the race. But then a rare and silly gremlin befell Davis, as a wheel bearing began to seize on his Harley-Davidson. By Davis' own admission, it wasn't bad, but it was enough to rob him of the speed that he needed to stay in second place.

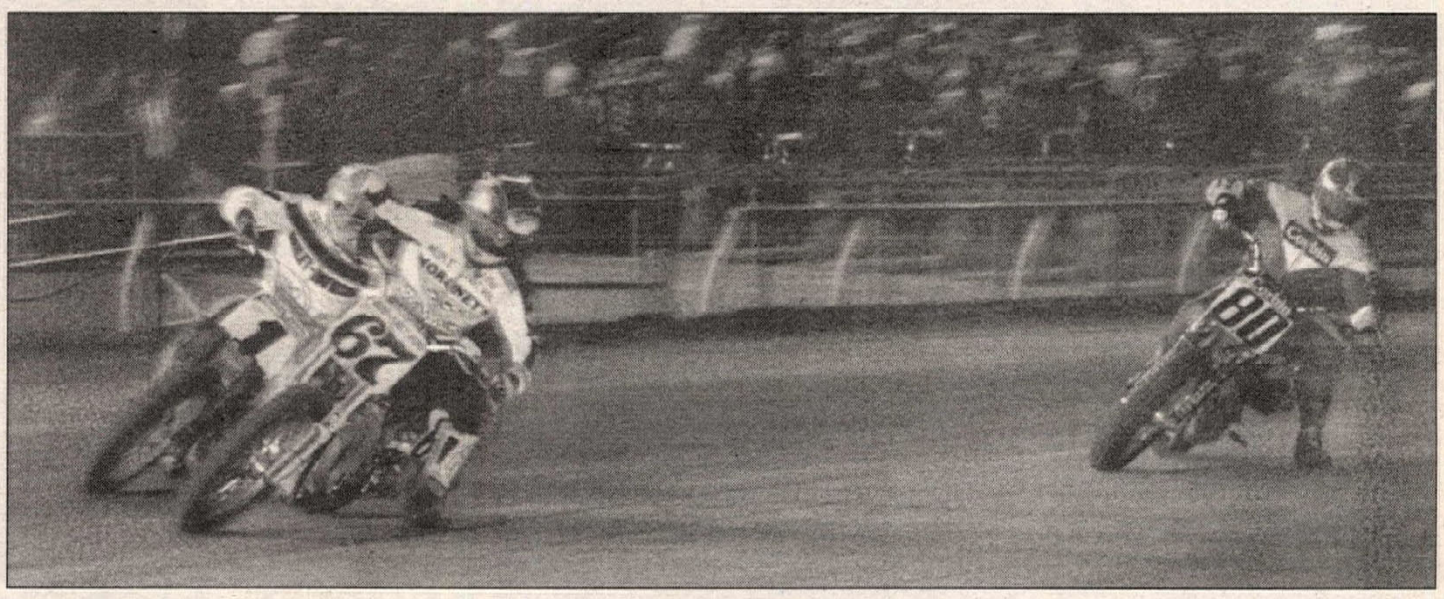
"Steve Morehead was in front of me on the start - I had to start on the second row - and I had to dodge him going into the first corner," Davis said. "I don't know what he did. But I was tickled to death with the start that I had. I was actually catching Chris, but then it was like I ran into a wall. We had a wheel bearing go out. That kind of stuff just drives Skip (Eaken) crazy. I don't know if we would have caught Chris, but I felt like we could have stayed in second. It ain't like that's something that we've got to work out, that's just something that happens. That's just racing."

Joe Kopp finished sixth in the main event, with veterans Terry Poovey, Steve Morehead and Ronnie Jones, and then Kevin Varnes, rounding out the top 10. Steve Beattie finished 11th for the second consecutive week, while Jay Springsteen was 12th, Bryan Bigelow was 13th, J.R. Schnabel was 14th and Gary Rogers 15th. Willie McCoy, Shaun Russell and Dale Jenneman occupied the 16th through 18th spots, respectively.

### HEATS

The anemic rider count that befell the Dallas Mile one week earlier was apparent again in Sacramento, as a total of 31 riders signed up in the Grand National class; it takes 48 riders to fill a normal field. That number was cut by one more right off the bat, as Springfield Armory/Walters Brothers Harley-Davidson rider Dan Stanley crashed through the turn-three guardrail on just the second lap of practice, ending his evening about as early as he could have (see *Briefly...*)

Varnes and Davis jostled back and forth early during the first 10-lap heat race, but it wasn't long before Kopp was up in there with them, and the three riders quickly shuffled away from the fourth- and fifth-running duo of Beattie and Schaeffer's Harley-Davidson/Las Vegas Harley-Davidson/KK's Geo Roeder II. As the race progressed, Kopp seemed to have a good advantage off of turn two, and he could hold the lead on the back straight, but he would lose that advantage to either Varnes or Davis on the front chute. Varnes, meanwhile, was pulling off some rather gutsy low-line passes on the other two every time that they ran into turn one. Davis appeared to be just biding his time, waiting to make the right move at the right time. In the end, Kopp led off turn four only to get edged out by Varnes, while Davis was right with them in third, with all three riders going straight through to the main event. The win marked the first time that Varnes had done so in a mile heat race in about four years.



"Yeah, since the Honda days," Varnes said. "It was hooked up, and that works well here because everything is so slippery. It just seems to track great all the way around the corners. We're using a Continental tire, and that seems to be working better than the Goodyears. It's not wearing out like the Goodyears. It is helping me get off the corner so that I can get a good draft on guys. I wanted to lead it going into turn one, and I did. I hugged the inside of the back straight, but Joe got by. There wasn't enough room for Will to get by. I got a good run on Joe coming off turn four, and we got him. It was close, but we got him. Now we're on the front row."

King showed that he was game for another mile win, as he led all 10 laps in the second heat race, moving away from Springsteen and Bigelow, who engaged in a battle of age and experience vs. youth and enthusiasm once fourth-placed rider Schnabel fell off the groove and all but guaranteed himself another night of competition in the semis. While Springer and Bigelow drafted back and forth, King was able to slip away for the win. He had about five lengths on Springer and Bigelow when it was over. Springer won that age-old battle, this time, finishing second, while Bigelow ran third. Afterward, winner King seemed quite pleased with his performance on the mile.

"I'm a stud, baby," he joked. "Is that how big this track is? A mile? I didn't set my tripmeter.

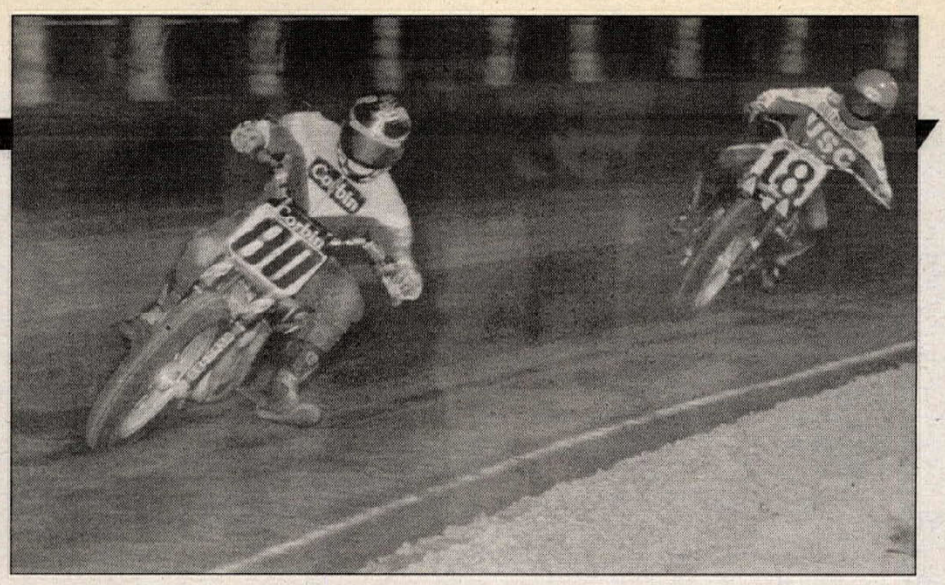
"I just got a good start," King continued. "Springsteen and Bigelow were battling each other. They just couldn't catch me because they were battling. I think that once Springer broke loose, he started to run me down, but it was too late."

**(Top) Carr simply refused to be caught in the shortened main event, leading all 20 laps and recording his 40th career Grand National victory. (Above) the battle for second came down to the wire, as Scott Parker (1) came from 10th to finish second, while Mike Hacker (67) was third. Rich King (80) finished fourth in a must-win situation. (Right) An unfortunate wheel-bearing seizure cost Will Davis a shot at a podium finish. Davis was fifth.**

Morehead, Hacker and Parker went around and around in the third heat race - arguably the best of the evening. Morehead got the holeshot, with Parker and Hacker in tow, and the three quickly moved away from Rogers, Team Undo's Brett Landes, Jenneman and Coziahr Harley-Davidson's Brian Shirley to put a lock on the transfer spots. The race intensified, starting with lap five, when the three ran across the stripe side by side, with Hacker appearing to get the best run to the line. Parker and Morehead each led once in the ensuing laps, but the kid from Virginia was showing his hand for the night, and it was a good one. Hacker crossed the line inches ahead of Morehead, with Parker third.

"I feel real good," Hacker said. "The bike's working really good today. Mike Wheeler has got us a real strong horse, and I seem to be riding the track good. It feels real good to me, and I think that I have a real good chance in the main event if I can keep my head together. I think the start is going to be very important, especially if they cut the main event. We're having real bad tire wear. I don't think that a tire will go 25 laps."

Carr gave his fans a sneak preview of the main event when he holeshot and led from start to finish in the fourth and final heat race. Poovey, Jones, McCoy and Russell were hot on his trail for all of a lap before Carr began dominating the race,



(Left) Bryan Bigelow (11) and Jay Springsteen (9) mixed it up in both their heat race and in the main event. Springer outmatched the kid both times, ultimately passing him to run 12th. Bigelow was 13th. (Above) King dices with Terry Poovey (18), who hung on for seventh after completely smoking off the left side of his tire. (Right) Carr (center) holds the Drag Specialties number-one plate up high while Parker (right) offers his congratulations.

pulling out a 10-length advantage on only the second lap. Poovey and Jones drafted themselves into direct main event berths, running second and third, with Poovey piloting his screaming Honda RS750 to the runner-up spot over Jones. There was no catching Carr, though.

"I think that our possibilities are really good," Carr said of his chance to clinch the title. "We have a good plan for the main event, and we're going to stick to it and go for it. That (the championship) is what I came here for. I don't want to go to Las Vegas and have to decide it there. I want to win it tonight, in Sacramento, for (team owner) Mike Shattuck."

### 883

In what would turn out to be a stark contrast to the Grand National final, the 12-lap Harley-Davidson Sportster Performance Series main event provided race fans with a tight battle for the win, one which left the championship up in the air and likely to be decided at the series final in Del Mar.

Title combatant Shaun Russell on his Miller Electric/Bartels Harley-Davidson squared off against DPC Racing/H-D of Dallas' Willie McCoy, with Howell's Harley-Davidson's Robert Miller, Mitchell's Modesto Harley-Davidson's Gary Rogers and Skip Fordyce Harley-Davidson's Billy Martin all coming along for the ride when the main event droned off the starting line. Before long, McCoy and Russell were fighting for the lead with each pass across the start/finish line, while Rogers managed to lead into turn one on most of the laps, with Martin running fourth and sizing up the competition. Rogers ran as high as second, on lap seven, but his bike refused to go the distance, and he dropped out of the race on lap 10.

It all came down to a three-rider battle, and when the white flag flew, McCoy, Russell and Martin fanned out three-wide down the front straight in an effort to gain an advantage. Russell got it, and he let Martin lead off turn four on the final lap. Martin and Russell dropped down low, leaving McCoy with nowhere to tuck in. Russell drafted past Martin and crossed the line first, tightening the series race to the point that McCoy now leads him by three, 175-172. Martin was second, and McCoy was third. Russell said that he believes the title will go down to the wire.

"It (the title) isn't Willie's by any means," Russell said. "It is probably going to go down to the last race. He has been riding good, and we've had some mechanical problems, but we're coming back. If we have to win every race, then that's what we're going to do. It's going to be our championship."

Afterward, Martin admitted that he figured on playing a victim's role in the final dash to the checkered flag.

"I was getting a killer draft on the back straightaway, but I couldn't get by them off four," Martin said. "I figured that they would let me lead it, so I tried, but it just didn't work out."

McCoy appeared to be less than happy with a third-place finish, and remained firm when told that Russell might well be smelling blood.

"I'm real disappointed," McCoy said. "I knew that I could beat those guys at the line, but I didn't want to stuff it into turn three and take somebody out. Billy pulled down low, and he made a great move that messed me up. Shaun was able to stay with him, and I just lost the draft. Shaun can smell whatever he wants, he's still gonna watch me win it (the title)."

### SEMIS

With only 18 riders fighting for the remaining six qualifying positions, AMA officials once again elected to drop one of the three scheduled semis in favor of loading the non-qualified guys into two semis and taking three riders from each to the main event.

Four riders were left battling for three spots once the first semi began to shake out, as McCoy, Russell, Beattie and Roeder broke away from the pack. Russell appeared to be the strongest at the start/finish line, but McCoy wound up making the winning draft-pass at the line. Russell was second, and in. Beattie was third, and in. Roeder was fourth, and out.

Rogers, Jenneman and Schnabel were the fastest three riders in the second semi, and it was clear that all three would make the big show, barring a mishap. That's the way it went down, as Rogers did most of the leading, only to have Schnabel take a run at him off of the last turn when Rogers drifted up high. Rogers managed to drop back down onto the groove, however, forcing Schnabel to stomp on the brakes. Rogers then pulled away, while a vulnerable Schnabel was dropped to third by a charging Jenneman.

### GRAND NATIONAL

Carr won the fastest heat to earn first choice of starting positions for the abbreviated main event, and he chose to start third from the outside pole on the front row. King lined up on the inside pole, with Morehead and Poovey to his right. Hacker lined up on Carr's right, and Varnes took the outside pole to complete the front six.

King got the drop on the field as they entered turn one, but Carr and Poovey wasted no time in drafting past him to run one-two down the back chute, and that's the way that they hit the stripe on the opening circuit. King remained third, with second-row starters Davis and Bigelow fourth and fifth, followed by Hacker and Morehead. Parker was 10th, but appeared to be on the warpath.

Carr wasted no time in gapping the field at the front. That gap was only a few lengths early, but it didn't take long for him to put himself out of reach. Davis managed to fight his way into second, forcing King, Poovey and the rest into a battle for that spot while Carr ran away. King needed to win to stay alive in the points race, but it was clearly not going to fall his way.

"I couldn't get away from Will to go with Chris," King said. "If I could have gotten up there to race with him, then I would have, but Chris was running like a dog, and I think Will was having a few problems getting through the corners. That just held everybody up enough for Chris to get away."

Hacker wasn't moving forward in any hurry at first, but then Parker came calling. The champ had scrambled his way into fifth by lap five to catch the youngster, and the two soon began drafting with Poovey as they moved closer toward the front. Both Hacker and Parker were past the Texan and moving away from him by lap six. Meanwhile, Carr had almost 15 lengths on the field already.

With the field splitting into many two-rider groups, Springer and Bigelow once again found themselves together on the track. Bigelow was showing a lot of aggression, with Springer apparently willing to let the kid sow his oats until the latter stages of the race. Springer would beat Bigelow to the line for 12th place.

"A couple of times, I could just see his front wheel out of the corner of my eye going into turn one," Springsteen said. "He was inside, so I just kind of rolled off and let him go. If he would have had problems, he would have taken us both out, so I just let him go. But he couldn't get me down the back straightaway and going into three, though. It was fun. We did all right."

Kopp was experiencing much the same type of race as Parker. The former Peoria TT winner was passing people steadily after having run as far back as 10th. Once he got by a rider, he was practically by for good. With no real drafting help, that left him sixth at the finish, after a bit of a tussle with Poovey, who finished seventh, and Morehead, who was eighth.

"I got a terrible start, and Springer and I locked handlebars off the line," Kopp said. "But Carl Patrick built me a hell of a horse, and it was coming off of the turns good. Only problem was, once I caught up to Poovey, he had a hell of horse with that Honda, and it was hard to get away from him. I think I finally got away from him in the turns."

Up front, Carr was still cruising, and King, Davis, Hacker and Parker were racing - and falling back. Parker was still moving forward through the ranks, however, and he finally made his way to second by diving under King at the entrance to turn one on lap 15.

"Every guy that I went by, I just said 'Hello' and kept moving toward the front," Parker said. "We were worried about the tire, and the last couple laps I think that I could have went faster, but I wanted to be conservative on the tire. I didn't want to bust my ass because all of the sudden the rear tire is gone. That was the issue there. I was conservative at the end of the race. It was a good race."

Davis and his wheel bearings dropped back about lap 16.

"That wheel just started locking up about lap eight," Davis said afterward. "You can't even hardly turn it now."

That left the Hacker/King/Parker battle as the best one on the track. It was one that Hacker believed that he could win.

"I thought that I had something for him (Parker) in that last corner, but then Rich got in there hot and blew the groove and just screwed me up a little bit," Hacker said. "I lost Parker's draft. But this is good, man. This gives me a lot of confidence for next week."

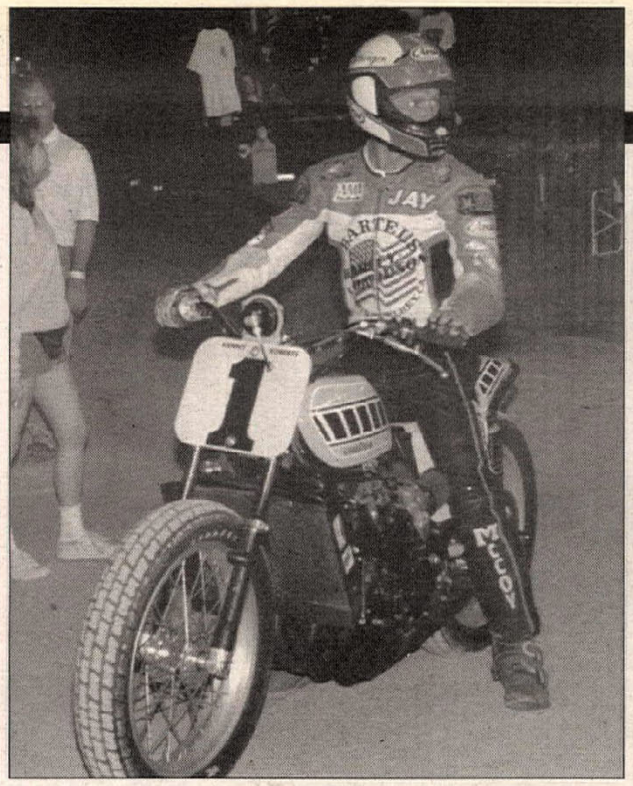
Carr didn't need to worry about next week, as he jumped up and down on the pegs of his Kenny Tolbert-prepped machine while greeting the checkered flag. The championship was his, once again, for the first time in seven years. Later, after much of the applause had died down, the photos were taken and most of the autographs signed, Carr reflected on the title, how his life has changed and how - no matter what - his own inner peace often comes not after the checkered flag is thrown, but in the 20 or 25 laps before that.

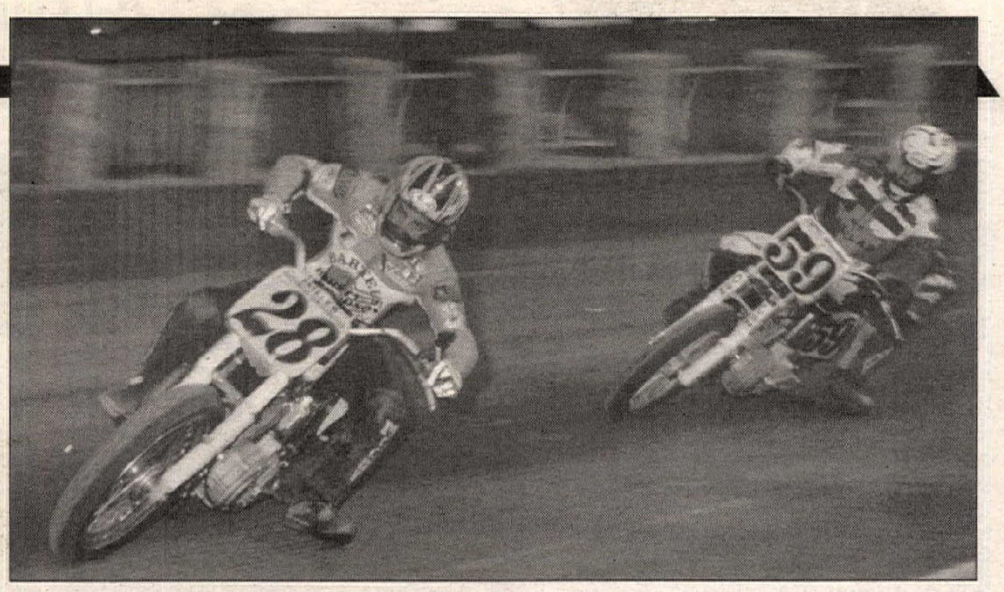
"You know, this one feels better than the first one because nobody can say that they ran less races or whatnot," Carr said. "This one is sweet because we were tough all year long, and there ain't no excuses for nobody. We just did our job well. I finished no worse than seventh, and the rest were in the top three, and I'm just so proud of this team. I had a great bike all year long. You don't check out on a mile like this unless you've got a good scooter. We had a good scooter and a good plan for the race."

Afterward, Carr's wife Pam, who had not known him when he won his first title seven years ago, appeared to be so stunned over it all that she couldn't find the words to express her thoughts, other than to say, "The look on my face says it all." Carr, on the other hand, had his own thoughts about being able to win this one for his new family.

"I know that it is really special for her," Carr said. "As far as I'm concerned, when I married her I won the championship.

"You know, this week was very tough for me on a personal level," he added. "I know that a lot of people were worried about my mental focus and my frame of mind, but my best therapy for me is to be able to put my helmet on and get it on. I was able to do that tonight. Number one... I love it." **CN**





**(Left) Get back!: Springer took a spin aboard the A&A Yamaha TZ in a benefit exhibition ride for injured California racer Toby Jorgensen. (Above) Shaun Russell (28) races with series points leader Willie McCoy (59) in the 883 main. Russell took the win, while McCoy was third.**

**Cal Expo State Fairgrounds**
**Sacramento, California**
**Results: September 18, 1999**
**(Round 17 of 19)**

**HEAT 1 (10 laps; seven riders, top three transfer):** 1. Kevin Varnes (H-D); 2. Joe Kopp (H-D); 3. Will Davis (H-D); 4. Geo Roeder II (H-D); 5. Steve Beattie (H-D); 6. Paul Lynch (H-D); 7. Mike Inderbitzin (H-D).
**Time:** 6 min., 17.015 sec.

**HEAT 2 (10 laps; seven riders, top three transfer):** 1. Rich King (H-D); 2. Jay Springsteen (H-D); 3. Bryan Bigelow (H-D); 4. J.R. Schnabel (H-D); 5. Paul Bergstrom (H-D); 6. Jaime Aguilar (H-D); 7. Lonnie Pauley (H-D).
**Time:** 6 min., 15.052 sec.

**HEAT 3 (10 laps; eight riders, top three transfer):** 1. Mike Hacker (H-D); 2. Steve Morehead (H-D); 3. Scott Parker (H-D); 4. Gary Rogers (H-D); 5. Dale Jenneman (H-D); 6. Brett Landes (Hon); 7. Brian Shirley (H-D); 8. Ken Yoder (H-D).
**Time:** 6 min., 14.846 sec.

**HEAT 4 (10 laps; eight riders, top three transfer):** 1. Chris Carr (H-D); 2. Terry Poovey (Hon); 3. Ronnie Jones (H-D); 4. Willie McCoy (H-D); 5. Shaun Russell (H-D); 6. Billy Martin (H-D); 7. Allon McBee (H-D); 8. Robert Miller (H-D).
**Time:** 6 min.,13.663 sec.

**SEMI 1 (eight laps; nine riders, top three transfer):** 1. Willie McCoy (H-D); 2. Shaun Russell (H-D); 3. Steve Beattie (H-D); 4. Geo Roeder (H-D); 5. Billy Martin (H-D);6. Paul Lynch (H-D); 7. Mike Inderbitzin (H-D); 8. Robert Miller (H-D); 9. Allon McBee (H-D).
**Time:** 5 min., 04.940 sec.

**SEMI 2 (eight laps; nine riders, top three transfer):** 1. Gary Rogers (H-D); 2. Dale Jenneman (H-D); 3. J.R. Schnabel (H-D); 4. Paul Bergstrom (H-D); 5. Brett Landes (Hon); 6. Jaime Aguilar (H-D); 7. Brian Shirley (H-D); 8. Lonnie Pauley (Hon); 9. Ken Yoder (H-D).
**Time:** 5 min., 04.795 sec.

**GRAND NATIONAL (20 laps; 18 riders):** 1. Chris Carr (H-D); 2. Scott Parker (H-D); 3. Mike Hacker (H-D); 4. Rich King (H-D);5. Will Davis (H-D); 6. Joe Kopp (H-D); 7. Terry Poovey (Hon); 8. Steve Morehead (H-D); 9. Ronnie Jones (H-D); 10. Kevin Varnes (H-D); 11. Steve Beattie (H-D); 12. Jay Springsteen (H-D); 13. Bryan Bigelow (H-D); 14. J.R. Schnabel (H-D); 15. Gary Rogers (H-D); 16. Willie McCoy (H-D); 17. Shaun Russell (H-D); 18. Dale Jenneman (H-D).
**Time:** 12 min., 17.496 sec.

**AMA GRAND NATIONAL DIRT TRACK SERIES POINTS STANDINGS (After 17 of 19 rounds):** 1. Chris Carr (295/5 wins); 2. Rich King (242/4); 3. Scott Parker (194/1); 4. Will Davis (184/2); 5. Joe Kopp (166/1); 6. Bryan Bigelow (154); 7. Jay Springsteen (151/1); 8. Geo Roeder II (145); 9. Nicky Hayden (115/1); 10. Kevin Varnes (114); 11. Kevin Atherton (107/1); 12. Steve Morehead (106); 13. Mike Hacker (101); 14. Ken Coolbeth (75); 15. Steve Beattie (73); 16. Dan Butler (67); 17. Dan Stanley (66); 18. Terry Poovey (62); 19. J.R. Schnabel (59); 20. Brett Landes (55).

**HARLEY-DAVIDSON SPORTSTER PERFOMANCE MAIN (12 laps, 17 riders):** 1. Shaun Russell (H-D); 2. Billy Martin (H-D); 3. Willie McCoy (H-D); 4. Paul Bergstrom (H-D); 5. James Hart (H-D); 6. Robert Miller (H-D); 7. Yuhiko Hirao (H-D); 8. Jason Tyer (H-D); 9. A.J. Herrera (H-D); 10. Scott Scherb (H-D); 11. Don Hart (H-D); 12. John Grant (H-D); 13. Mark Witham (H-D); 14. Gary Rogers (H-D); 15. Donald Paul (H-D); 16. Michelle DiSalvo (H-D); 17. Paul Normandin (H-D).
**Time:** 7 min., 52.091 sec.

**HARLEY-DAVIDSON SPORTSTER PERFORMANCE SERIES POINTS STANDINGS (After 13 of 15 events):** 1. Willie McCoy (175/3 wins): 2. Shaun Russell (172/2); 3. Billy Martin (133/1); 4. Gary Rogers (131/2); 5. Robert Miller (101); 6. James Hart (91); 7. Paul Bergstrom (86); 8. Nate Wait (72); 9. Jess Roeder (62/2); 10. (TIE) Yuhiko Hirao/Brian Kromroy (59); 12. (TIE) Michelle DiSalvo/Tim Eades (52); 14. Paul Morgan (51); 15. Scott Stump (49); 16. Joe Eades (36); 17. Alan Eadie (31); 18. George Richtmeyer (26); 19. (TIE) Paul Normandin/Jason Fletcher (24).

Upcoming Rounds:
Round 18 - Las Vegas, Nevada, October 3
Round 19 - Del Mar, California, October 11

# Briefly...

Crashes and injuries again plagued this round of the AMA Grand National Dirt Track Series, as **Dan Stanley** low-sided his Gardner Racing Harley-Davidson in turn three and struck the railing that lines the track on only the second lap of practice. The Washington rider was transported to the hospital after he reportedly complained of a lack of feeling in his legs. Word returned to the track later in the day that Stanley was apparently going to be all right, but the reality was that he suffered a broken back in the crash and had to undergo seven hours of surgery to repair the damage. There is no paralysis, and Stanley is expected to make a full recovery, but he is done for the season.

A collection was taken up at Sacramento to continue aid to injured dirt track racer **Toby Jorgenesen**. Several thousand dollars were raised during the night's event to assist Jorgensen, who has remained in critical condition since his crash in Dallas. Jorgensen has undergone several surgeries at Parkland Memorial Hospital in Dallas in an effort to save his life. One of the highlights of the evening at Sacramento came when **Jay Springsteen** put on a benefit ride for Jorgensen aboard the A&A Racing Yamaha TZ dirt tracker at the behest of race fans who were willing to donate more than $700 to see the bike run. Springer put on his usual hair-raising show aboard the machine, then came in and said, "I told (Ray) Abrams that he needs to put bigger main jets in the thing. I think that it's flattening out up top!"

AMA Grand National Champion-elect **Chris Carr** took time on the victory podium to share his thoughts on friend and bitter rival Scott Parker, paying homage - this time from the other side of the fence - to the nine-time champion who won most of those titles at Carr's expense. "He's a hard guy to chase," Carr told the crowd of Parker. "I'm going to miss racing against him each and every week. He's a true champion. His record speaks for itself, and no matter what anybody else accomplishes in the rest of their career, we'll never match what this guy has done. I give him a round of applause."

**Scott Parker** reciprocated the sentiment - at least where it pertained to this season - when he presented Carr with the Drag Specialties Grand National number one plate on the podium. "I want to congratulate Chris Carr on winning this National Championship," Parker said. "He came out of the start at the beginning of this year and was just wide open from the get-go. It's one of the greatest seasons that I've seen in a long time. Every week, he was on the box. Even as sad as I am to hand it (the plate) over, it's still a pleasure to hand it over to him."

I did it my way dept.: Never one to shy away from making a good sale, especially if it's for a good cause, **Scott Parker** assisted the Toby Jorgensen medical fund by announcing to the crowd on the podium that he would be selling the number plates off the motorcycle that he had ridden in the main event, and that all proceeds would go to the Jorgensen family. Sold via undisclosed sealed bids, all three plates were gone shortly after the machine was returned to the pits once it passed through the standard AMA impound procedure.

Speaking of **Chris Carr**, his win now places him in sole possession of third place on the all-time Grand National winner's list. Carr has 40 victories - two less than second-placed man **Jay Springsteen**.

Should **tire wear** have been a concern for the main event? Depends on who you ask. **Chris Carr** finished on a tire that looked as though it could have gone several more laps with no trouble. By contrast, **Terry Poovey** was missing the entire left-side tread - from about the centerline of the tire to the edge of the rim - on his smokin' fast Honda RS750. Even so, the Texan managed to finish seventh. "Man, I don't know how," Poovey said. "It was getting real slick out there. I was just trying real hard, and it was working good. I knew that it would happen, and I could feel it getting real greasy. This bike is way harder on tires than a Harley. I'll tell ya, one of these days we'll get to a place that will be more like my deal, and then it'll be 'call in the dogs and piss on the fire' cuz the hunt is over.'"

**Steve Morehead** had a lot of rubber left on his rear tire, and he couldn't get by Poovey when Kopp did, leaving the "Findlay Flyer" eighth. "Terry Poovey has a real fast Honda, I'll tell you that," Morehead said. "I was drafting with Kopp, and we were going forward. Then Kopp got by him and I couldn't draft past him, and that was that." Morehead said that he is looking forward to the Las Vegas Half Mile in two weeks. Last week's edition of the event marked his last Grand National victory.

**Ronnie Jones** finished a creditable ninth at Sacramento aboard his loaner TCR Harley-Davidson, but the Oklahoman has decided that enough is enough. "That was my last race - on a big bike, anyway," Jones said. "You might see me on a 600 at Daytona, but I don't even think I'm going to do that. I gave Tommy (Cummings) my helmet from tonight and autographed it so that he could put it up in his shop in Flint (Michigan). It's just time for me to do it. I retired in '95 because I was burned out going every weekend, but Al (Bergtsrom) always told me that I had a bike whenever I wanted, so I ended up riding a few more races. But I've started a new job, selling Harley-Davidson-licensed apparel for Ron Strattman, and I'm going to be starting that this week. It's going to keep me busy, and I'm just going to focus on that."

After Sacramento, some guys may be retiring, others are going to Seattle for the Hot Shoe National and others may be going to Disneyland. **J.R. Schnabel** is going road racing. The Wisconsinite has landed a part-time 600cc supersport deal with Mid-Cities Motorsports near his home in West Bend, and will be making his debut aboard a Kawasaki ZX6R at Blackhawk Farms in Beloit, Wisconsin, during the Seattle Hot Shoe weekend. "I just paid $620 in entry fees," Schnabel said. "I'm riding nine classes, 18 races. I'm actually going to try and learn to ride the thing while I'm racing. I'm going to run it in practice and then go race." If he is successful, Schnabel said that there are plans to run the bike at Daytona during the annual Biketoberfest held there, as well as the 2000 Daytona Bike Week. "If we're having fun, definitely," he said.

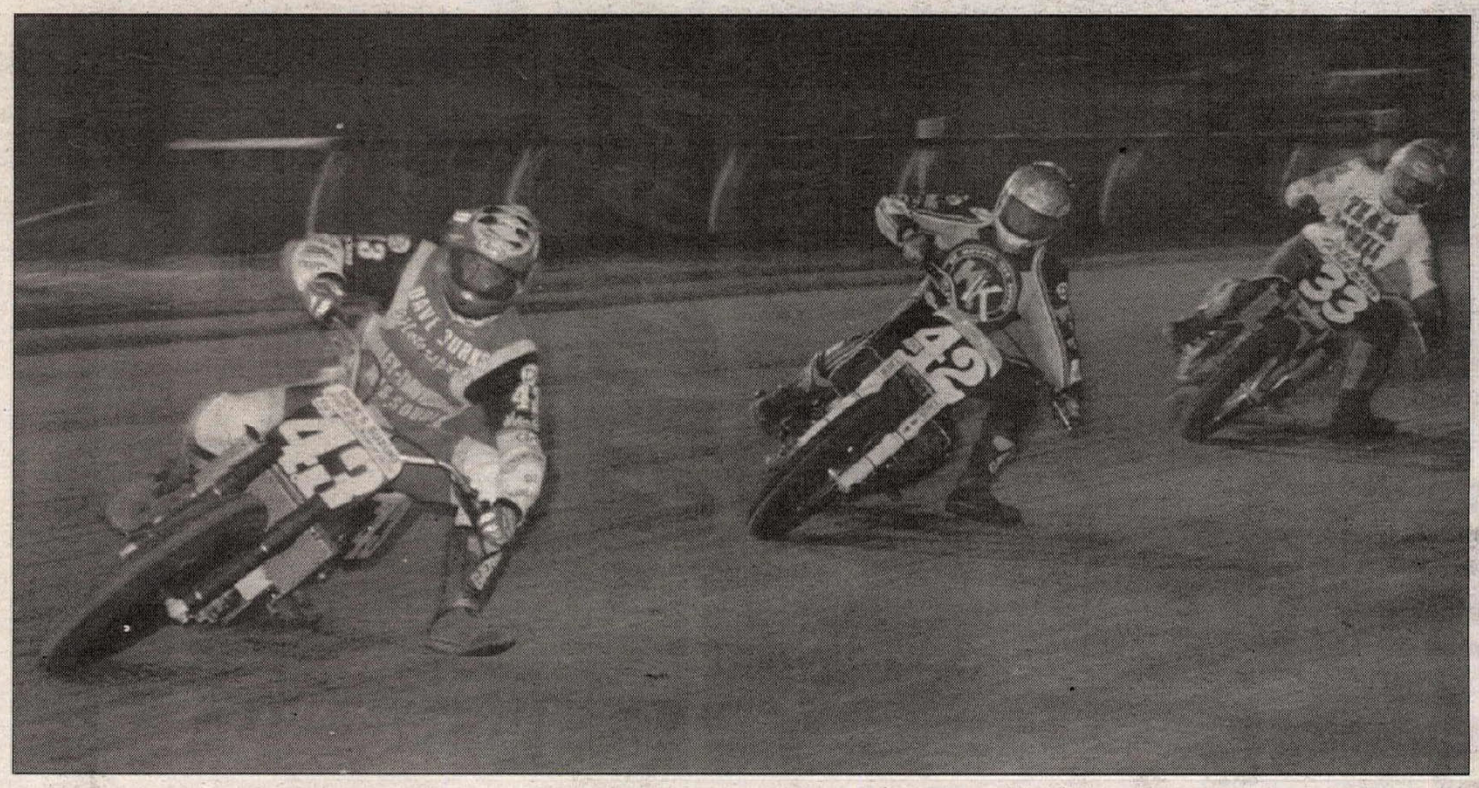
Top-running 883 and Supertracker racer **Robert Miller** suffered a tragedy during the week prior to Sacramento when his Supertracker mechanic, **Tim Russell**, was shot and killed in a family dispute in his Pennsylvania home. "I'm here," Miller said at Sacramento. "All I can do is keep going, but this is a terrible loss. Tim was a really smart guy, and he was the brains behind our Supertracker. I'm going to park it for now until I can learn and figure out what he was doing with it. He was really smart with it. His loss extends way beyond motorcycle racing. A lot of people knew him outside of motorcycle racing."

## Round 7: Cal Expo State Fairgrounds

AMA/SUPERTRAPP SUPERTRACKER SERIES

# Kopp's closing in

By Scott Rousseau
Photos by Flat Trak Fotos



(Above) Same old Suzuki song: Joe Kopp (43) battles with fellow TL riders Steve Morehead (42) and J.R. Schnabel (33) during the AMA/SuperTrapp SuperTracker main event. The trio finished in that order during the main event. (Below) Schnabel (left), Kopp (center) and Morehead (right) pose with the Bud girls on the podium.

SACRAMENTO, CA, SEPT. 18

Whether or not the SuperTrapp Supertracker Series is achieving its potential has been the subject of much heated debate recently. There has been no similar debate as to whether or not Joe Kopp is living up to his.

Kopp took his fifth win of the season aboard his Dave Burks Motorsports/Dick's Suzuki/H-D of Sacramento Suzuki TL1000 in the 12-lap main event on the Sacramento Mile, and were it not for the fact that F&S Suzuki/KK Motorcycle Supply/Shepherd & Dragoo's Steve Morehead has finished second to Kopp at most of the rounds, this championship might well have been decided by Sacramento as well. Instead, it will be determined at Del Mar.

Kopp certainly added to his points tally, however, as he ran third, behind the Suzukis of Morehead and Team Powell/Sunoco's J.R. Schnabel for the first two laps before wicking up his Dennis Town-built machine and taking the lead at the start of lap three. Once Kopp was out front, it was clear that he had the power to stay there. Despite repeated attempts, Morehead could not pull out of the draft and get by Kopp. Schnabel was stuck in a similar situation, and he wound up third. Kopp now leads the series standings by 17 points over Morehead, 146-129. Schnabel is third, with 119.

Morehead and Schnabel got the jump off the line in the 11-rider, 12-lap main, with Kopp running third, followed by the Rogers/Lake Racing Suzuki of Gary Rogers and the Mitchell's Modesto Harley-Davidson of Michelle DiSalvo. As the three front-runners pulled away, Rogers did the same to DiSalvo, who later fell victim to the White's Harley-Davidson/M&S Suzuki TL of Roy Miller. Sole Yamaha standout Scott Deubler finished seventh aboard his Total Performance Racers/Topeka Harley-Davidson/TDM-based parallel twin. Suzuki-mounted Duvall Racing rider Joey Duvall was eighth, followed by the Harley of Donald Paul, and the Honda of Brett Landes. Mike Hacker never started the main event on his Harley-Davidson, and was credited with 11th place.

But Kopp simply is carrying the most horsepower on the track and in the points.

"I've really got to thank Dennis Town on that deal," Kopp said. "He fiddles with it week in and week out, and it's showing every weekend - on the miles more than anything. I had more horsepower than Steve and J.R. did for sure, so I wasn't too worried about it when they did get by me. I passed them the first time, and then it seemed like I could draft them pretty easily. My goal was to try and get out of their draft, but I never could break it, which kind of amazed me. They were getting through the turns a little bit better than I was, but I had more power than they did on the straightaways. That was about it."

Morehead felt good about the race, even though he figured that he was a bit overmatched going into it.

"I can't do nothing, following him," Morehead said of Kopp. "You wait for him, he gets a little sideways and then he gets hooked up and just out accelerates us and goes. We were running fast lap times out there - 36.9s. That's faster than the semi laps were for the 750s. I don't know what we were turning in the (750) main event. Those things are rockets, and his is really a rocket."

Despite having given his approval of the series many times already, Morehead is concerned, like many riders, that the show is not yet showing its true potential.

"Not when it's just three Suzukis out front, not at all," he said. "We need everybody else involved in the game to make this work. Otherwise, why change anything? We're already all riding one brand - Harleys - now. Why make somebody buy another (single brand of) motorcycle, when he have existing bikes?"

Schnabel suffered the same fate as Morehead in the main event, the promising youngster from Wisconsin charging the turns, only to lack the ponies of Kopp on the straights.

"We were eating Kopp up coming off the corners, I thought," Schnabel said. "Steve got right up by him a bunch of times, but as soon as he hooked that thing up, we were screwed. He just dragged us around the track. The first couple laps, Steve and I were drafting back and forth, and then Kopp got in front. It was follow-the-leader after that. All I could do was just get pulled along. It was kind of a bad deal. The bike handles real good, but I had a hard time drafting 'em."

Like Morehead, Schnabel is concerned with the prospect of the series turning into an all-Suzuki show, though he says that he can certainly understand why it has worked out that way.

"We've got an all-Harley show now, and if we were to run these next year, you could bet that it would be 90-percent Suzukis out there because guys want to win the championship," Schnabel said. "I think that we need to get more bikes out there. I think that we need to get more Hondas and Ducatis out there. If we had a good rider on them, then they could compete. The problem is that people have seen the Suzukis win, and that's why they're building them. We've got a year's worth of technology into them, with three riders riding them and putting it in. Now the Hondas and Ducatis are just sitting there. The Suzuki motor was better to start with. It's just superior. It's better." CN

**Cal Expo State Fairgrounds**
**Sacramento, California**
**Results: September 18, 1999**
**(Round 8 of 9)**

**HEAT 1 (six laps; five riders, top five transfer):** 1. Joe Kopp (Suz); 2. Mike Hacker (H-D); 3. JR Schnabel (Suz); 4. Brett Landes (Hon); 5. Scott Deubler (Yam).
**Time:** 3 mins., 47.870 secs.

**HEAT 2 (six laps; six riders, top six transfer):** 1. Steve Morehead (Suz); 2. Gary Rogers (Suz); 3. Roy Miller (Suz); 4. Michelle DiSalvo (H-D); 5. Joe Duvall (Suz); 6. Donald Paul (H-D).
**Time:** 3 mins., 49.421 secs.

**SUPERTRAPP SUPERTRACKER MAIN (12 laps; 11 riders):** 1. Joe Kopp (Suz); 2. Steve Morehead (Suz); 3. JR Schnabel (Suz); 4. Gary Rogers (Suz); 5. Roy Miller (Suz); 6. Michelle DiSalvo (H-D); 7. Scott Deubler (Yam); 8. Joe Duvall (Suz); 9. Donald Paul (H-D); 10. Brett Landes (Hon); 11. Mike Hacker (H-D).
**Time:** 7 mins., 30.809 secs.

**AMA/SUPERTRAPP SUPERTRACKER SERIES POINTS STANDINGS (After 8 of 9 rounds):** 1. Joe Kopp (146/5 wins); 2. Steve Morehead (129/1); 3. JR Schnabel (119/2); 4. Mike Hacker (75); 5. Brett Landes (73); 6. Brian Kromroy (65); 7. Roy Miller (64); 8. Robert Miller (62); 9. Robert Buffington (56); 10. Gary Rogers (53); 11. Scott Deubler (48); 12. Joey Brock (42); 13. Michelle DiSalvo (37); 14 Rich King (26); 15. Bret Beyer (14); 16. Jerry Vanderkooi (12); 17. Joe Duvall (11); 18 (TIE) Donald Paul/Ivan Carl/Scott Stump (10).

**Upcoming Round:**
**Round 9 - Del Mar, California, October 10**

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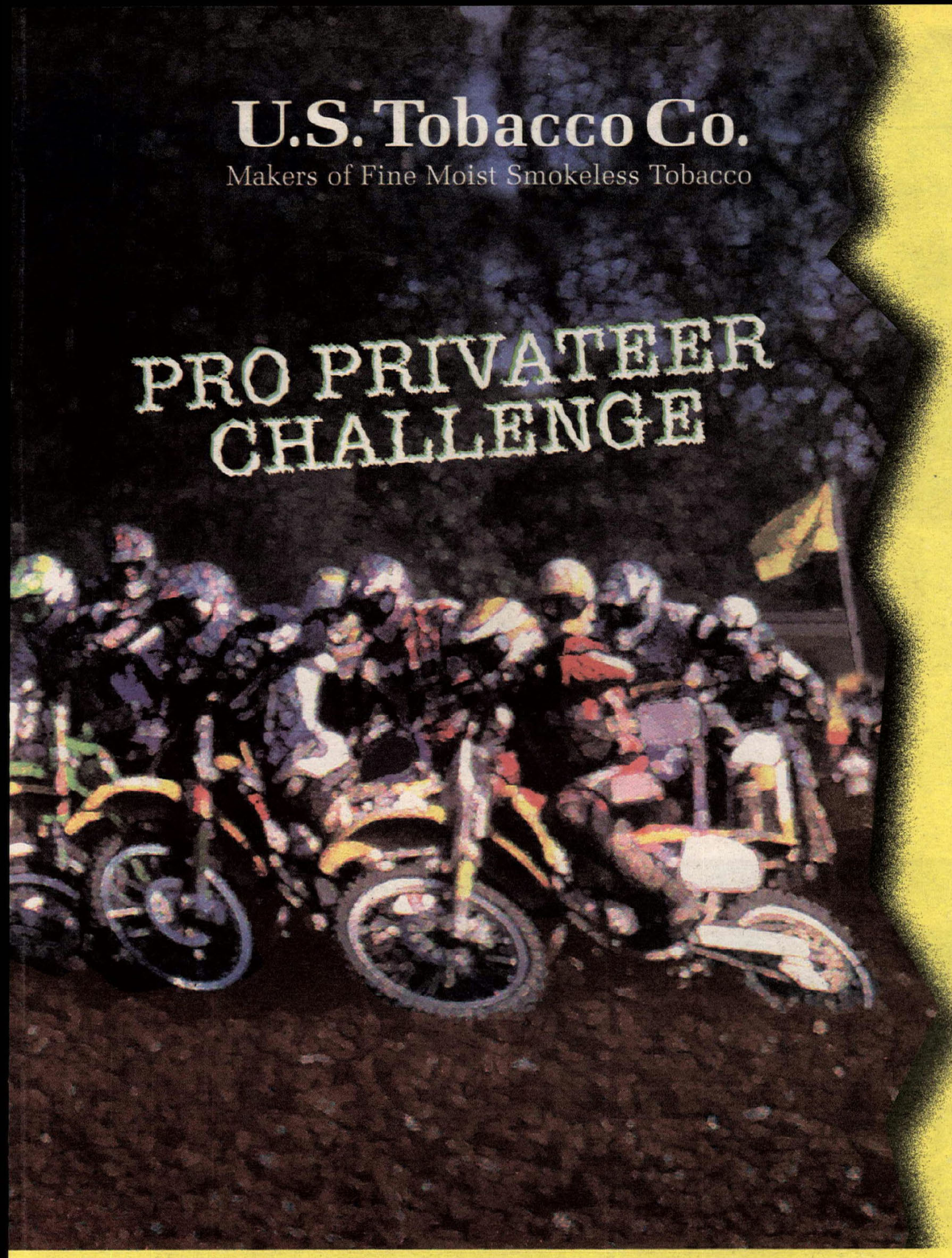

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## Round 12: GP de la Communidad de Valencia

FIM WORLD CHAMPIONSHIP ROAD RACE SERIES

# Spanish Shake-up

(Top) The GP de la Communidad de Valencia gets underway with Regis Laconi (55) leading Alex Criville (3), Tadayuki Okada (8), Max Biaggi (2) and the rest of the 500cc pack. The race was held in wet conditions and Laconi had them mastered. The Frenchman led every single lap.
(Above) Kenny Roberts Jr. (10) holds off Criville (3), while Garry McCoy and Max Biaggi try to keep pace.

By Michael Scott
Photos by Gold & Goose

VALENCIA, SPAIN, SEP. 19

Rain in Spain threw a wrench in the works in the first Valencia GP, upsetting the title leaders in two out of three classes, causing a spate of crashes, and throwing up new heroes, with first-time winners in two races out of three.

Conditions were so treacherous that the BMW "safety car" spun out on the first lap of the 500cc race, regaining the track in a shower of mud and managing to continue, thus avoiding the need to red-flag the race.

The biggest hero of the day was Regis Laconi, who claimed his first GP win in fine style, risking all on slick tires on a damp track to start from his first pole position, and keep the Red Bull Yamaha in front from start to finish, unchallenged throughout.

Laconi, 24, is the first French rider to win a 500cc GP since Christian Sarron in 1985. "It's a fantastic feeling," he said. "I didn't slack off even though I had a good lead. I wanted to win my first GP by going fast, not because other people fell off or I had an easy ride."

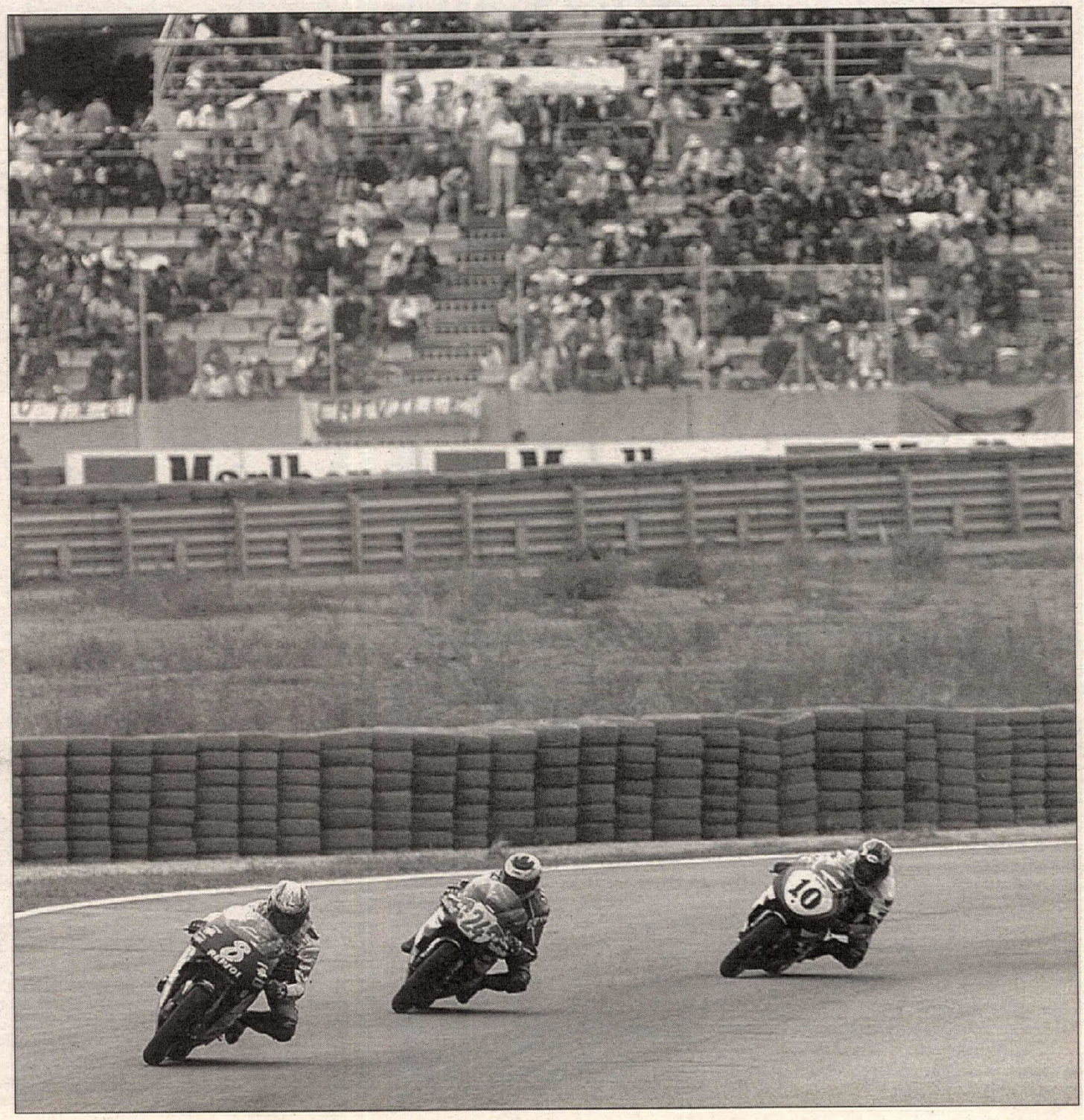
Suzuki's Kenny Roberts claimed second after a three-way battle, with second Red Bull rider Garry McCoy taking third in only his sixth GP on a V4 500cc. Fourth-placed Tadayuki Okada, on a Repsol Honda, was close behind, after running wide in the closing laps and losing second place.

It had stopped raining before the race began, but more spots fell during the race. Even so, slick rear tires worked better than intermediates - of the top four, only Roberts did not have a slick. "It was like ice," he said.

McCoy had been the most spectacular rider all weekend on a track with a green and slippery surface even in the dry, hanging the back wheel out under brakes and under power. "I was worried about burning up my tires, but on Friday I tried to ride without sliding so much, and I just went slower," he said.

Marlboro Yamaha's Carlos Checa took a distant fifth, 20 seconds behind the leader and riding cautiously after falling off in practice and again in race-morning warm-up. Antena 3 Yamaha rider Norick Abe was a close sixth, with

**(Above) Criville's race ended with a trip to the gravel pit.**
**(Below) Okada (8), McCoy (24) and Roberts (10) battle over second place. The spot ended up going to Roberts with McCoy third and Okada fourth.**



Marlboro Yamaha's Max Biaggi fading in seventh, just holding off John Kocinski's Kanemoto Honda.

Criville spent most of the race shadowing Roberts, but had passed him one lap before he fell, also for the second time of the weekend. Criville remounted, but with five laps left his bike was too badly damaged to continue. "I lost points to Roberts and Okada today, but there are only four races left, and I still have the advantage," he said.

This was the first 500cc race without a single Honda on the podium since the U.S. GP of 1993, won by Kocinski on a Cagiva, and the first race since Malaysia in 1996 that there was not at least one Repsol Honda on the podium.

Rain-master Tohru Ukawa, on a Shell Advance Honda, stormed to a convincing win in the earlier 250cc race, run in pouring rain. It was another result that added interest to the title battle, with points leader Valentino Rossi's Aprilia way down in a distant eighth after a collision on the first lap with Chesterfield Yamaha rider Olivier Jacque. FGF Aprilia's Franco Battaini came through for a close second, with Elf AXO Honda's Loris Capirossi third and pole qualifier Shinya Nakano's Chesterfield Yamaha a close fourth. Optimum Aprilia rider Jeremy McWilliams was in the battle for third but crashed out with five laps to go, one of many to pay the penalty of treacherous tarmac that started streaming wet and was merely damp by the finish, punishing the full-wet tires.

Inoxmacel Aprilia's Gianluigi Scalvini could count himself doubly lucky to win a crash-strewn 125cc race. He was in the leading quartet when title rivals Masao Azuma - leading at the time - and second-place Marco Melandri (both on Benetton Playlife Hondas) touched the same white line and fell in close formation. Then Scalvini escaped disaster on the last lap when Bernard Absmeier fell under his wheels. Scalvini ran off onto the wet grass, but managed to regain the soaking tarmac without falling himself. Second-placed Emilio Alzamora, of Via Digital, challenged for a while, but obeyed pit signals to back off for a safe finish to increase his points lead; Noboru Ueda's Givi Honda was almost 30 seconds behind. Out of 30 starters, ten riders crashed, including surprise front-row qualifier Pablo Nieto and his Derbi teammate Youichi Ui.

### 500cc GRAND PRIX

There was mayhem on the grid before the warm-up lap, as riders and team managers scanned the sky and their rivals' bikes to check on tire choice. By the end of it, all were on intermediate tires front and rear, except for the two Red Bull riders Laconi and McCoy, and Okada and Kocinski.

The field kicked up a cloud of spray as they surged toward the first corner, Okada in the lead - but by the second corner Laconi had forced his way past. Riding with devil-may-care confidence, he started at once to work on his lead, pulling out a second over Okada by the end of lap six, and continuing to stretch away steadily so the gap was more than ten seconds after 22 laps. "Some parts of the track were still quite wet, and I had to be very careful there to avoid having a high-side," he explained later. "But there were other parts, especially the faster corners, where I could make up time easily." In the end, he made his first win look easy, though the problems faced by others proved otherwise.

Criville got away third, Roberts was sixth, with Biaggi and Abe sandwiched between them and Checa behind. All were riding cautiously, however, and as Roberts explained, "It took ten laps before the tires got some heat in them and you could up the pace a bit."

By that time he was narrowly ahead of Criville, Abe and Checa, and McCoy had come sweeping past all of them, leaping from eighth on lap one to third by lap five, some four seconds behind the leaders. He wasn't finished yet, and pulled clear of the pursuit as he closed up on the fading Okada, catching him just after half-distance and forcing his way past after a couple of brave attempts. The Japanese rider stayed close behind.

Roberts started pushing harder now, and broke the quartet, Criville matching his every move as they started to close a five-second gap. Bit by bit they edged closer. Then on the 24th lap Roberts ran wide into one of the tight corners and Criville seized his chance. But it was only for just over a lap, and it was his turn to run too fast into a corner. He

**The victory was Regis Laconi's first-ever in Grand Prix racing and he was naturally pleased about it. Roberts (left) and McCoy (right) look on.**

# Pole Battle a Cliffhanger

History was made in the 500cc class, with the closest-ever qualifying times recorded in that division. The front row was covered by just less than two-tenths, and the first 15 qualified within nine-tenths of a second. Actual positions were therefore something of a lottery, but vitally important at a circuit where overtaking would be difficult because of the tight layout, and made even harder because it was so slippery off the racing line.

The winner, for the first time in his career, was feisty Frenchman Regis Laconi, as a fitting reward for being the most spectacular rider on the track, full sideways under both braking and acceleration: "It is slippery, which is good and bad for me. I really enjoy the sliding, but on the first day it was too slippery so you couldn't slide smoothly. On the second day there is a little more grip, and it is great." He also admitted that he had been following Criville on his fast lap. "Thanks to him," he grinned ecstatically.

The Red Bull rider led something of a revival for Yamahas, struggling as the season wears on, with Max Biaggi moving through on the second day to place second, 0.16 seconds slower, but fully two seconds quicker than his own time of the day before. He'd achieved the confidence required with yet another chassis switch - away from the new chassis he has used since Brno and back to one of several earlier versions. "The difference is I can go round the corners now, and I could not before," he explained disarmingly.

Criville was a close third, but struggling somewhat - falling on the first day, and running off again on the second. "I don't like this track very much, I am sorry to say," he said. "There are too many slow corners, and I don't feel comfortable. I have a lot of pressure, with so many fans who want me to win, and I must also think of the championship. Also, I don't think the tires will last very well for 30 laps."

Teammate Tadayuka Okada also moved up in the closing stages, another to take a couple of excursions into the gravel. "We only found a good setting at the end," he said.

The second row saw three more Yamahas, Checa the fastest in fifth, after yet another crash (his 26th) on Saturday morning. "My last lap would have been really fast, but I hit some slower traffic," he said. Norick Abe was alongside, having led the first day of practice, prompting cynical comments about "contract time."

Kocinski's Honda was seventh, the enigmatic rider once again fast in practice, but promising nothing for the race, since he is still awaiting the chassis modifications he has wanted all year. "It doesn't really suit me being a private rider," he commented wryly.

McCoy was alongside, still looking wild in his sixth race on the Yamaha, but enjoying himself. The Australian is by far the smallest rider on the grid, and his low weight is no hindrance to acceleration. "But I sometimes feel the lack of weight on the rear wheel, when I'm trying to get drive out of the corners," he said. "Maybe I should take a passenger."

A highly disgruntled Kenny Roberts Jr. led the third row, less than four-tenths off the pole, but far from happy. "I can do a good lap time, but we can't get the bike to do what we want. I can't do that sort of time all race long," he explained. Barros was alongside, then second Suzuki rider Aoki, one of only a few riders who had not attended earlier tests here. "I'm learning the track, so I am a little behind," he said, after slashing his lap time by more than two seconds from the first to the second day.

Borja was alongside, feeling the tension. He is sponsored by the city of Valencia, and his picture was on all of the promotional material for the race.

Van den Goorbergh's MuZ led row four from Gibernau, another Honda rider who found the gravel trap rather too easily, though when he fell off it was only at low speed. Harada was alongside, searching for chassis performance and failing to find it, though he did say that new engine settings had improved his wheelie problems.

Then came Mark Willis on the BSL Modenas, getting going at last after a dire season of non-starts and teething problems. "I'm feeling like a rider again," he said happily, after leading the lists at one point on the first day.

Hale was 17th, and the second factory Modenas, ridden by Spaniard David de Gea, 18th. There were 22 qualifiers.

Yamahas excelled also in the 250cc class, after a royal battle for pole in the closing stages. It went to Nakano, eyes typically shining as he told how enjoyable it was to come to a track where he had the same amount of experience as the others: "I like the track, too, because it is very technical. And the Yamaha likes it. The chassis is always good on difficult corners."

His teammate Jacque had a different explanation. "It's because the engine is not very powerful," he said mischievously. "Anyway," he added, "it will rain tomorrow. My uncle told me." Funnily enough, he was right.

Jacque was third, with Capirossi slotting in between after struggling earlier on with chassis settings. Rossi completed the front row, saying: "As usual the Aprilia is difficult on the slow corner because of the quick throttle response - but there are other parts of the track where I can make it up again. I found some traffic, or else I could have been faster."

Three-tenths covered the front row, and Ukawa was right up close, leading the second row from Waldmann and McWilliams. Then came Boscoscuro, the times starting to stretch, with Battaini leading row three from Porto and Rolfo, who had claimed provisional pole on the first day.

Anthony West was 15th, with 31 qualifiers.

Arnaud Vincent took his second pole of the year in the 125cc class, from Melandri, Nieto and Azuma. Pablo Nieto is Angel Nieto's second son in GP racing, and it was by far Nieto's best qualifying on the Derbi, at the Spanish firm's test track. "It is a big pressure for me," he said.

gave it too much rear brake, and it stepped right out and threw him off.

"I made a mistake - but it's only those people who never take any risk that never make any mistakes," he said later.

Now Roberts had caught McCoy and Okada, and with five laps left a battle royal commenced. On lap 27 Okada and Roberts had passed the Australian, but it seemed the Honda rider had a narrow advantage. Then he chucked it all away on the penultimate time round the final bend, running wide so both of them went past. They held this order to the finish, a disappointed Okada slowing across the line and saying later, "It was my mistake, but in these conditions it's just as easy to crash as it is to do a good race."

The next pair of Yamahas had been losing ground steadily, Checa nipping past Abe on lap 18 and holding on to the end. "I am just glad to finish after crashing twice. I had to be very careful," he said later.

Abe in turn said, "I couldn't get past Checa because there was only one dry line at the end." He was just over a tenth behind him.

Biaggi had been losing ground hand over fist behind them, complaining of poor handling on his intermediates. Meanwhile another quartet had been battling behind him, until Juan Borja's Movistar Honda crashed out, splitting them up and letting Kocinski escape up front. He closed right up on Biaggi, but was also quite unable to find a way past, finishing right on his rear wheel.

The other two, Repsol Honda's Sete Gibernau and Movistar Honda's Alex Barros, did manage to swap once or twice, Gibernau conceding to Barros with four laps to go, only to nip back in front on the last lap.

Tohru Ukawa (4) had the wet conditions mastered. The Japanese rider took the win to gain valuable points on championship leader Valentino Rossi. Here, Ukawa leads Brit Jeremy McWilliams (9).

Harada was way back in 11th, his V-twin failing to enjoy the conditions; then came Nobuatsu Aoki, having a terrible afternoon on the second Suzuki, unwilling to be aggressive with zero grip. Sebastian Gimbert's Elf Honda was 13th, Spanish 500cc first-timer David de Gea 14th on the Modenas, last rider on the same lap as the leaders. Teammate Mike Hale claimed the last point.

Surprisingly, there were not many crashes. In addition to Borja and Criville, Mark Willis was the only other, dropping the BSL Modenas after six laps. Jurgen van den Goorbergh retired his MuZ with a dead engine.

Criville's lead shrank by 20 points, 219 to Roberts' 173, now putting on some pressure for the last four races. Okada has 164, Gibernau 114 and Biaggi 109, with Harada (94) hanging on to sixth from Kocinski (90) and Checa (89).

### 250cc GRAND PRIX

Nakano led away, and all got through the first corner safely. Not so the second. Ukawa had pushed through to the front by then, but had a slide and slowed. Behind him Rossi did the same, only to be clobbered from behind by Jacque, who had nowhere to go. Jacque fell, Rossi continued, only for his engine to die momentarily one lap later, dropping him out of the leading pack and leaving him struggling with a misfire.

Jacque remounted and carried on, getting back into the points, but a handlebar made the throttle stiff, and his footrest was missing. When his hand went numb after 20 laps, he gave up the unequal struggle.

All good news for Ukawa, with Nakano riding tentatively so that the Honda man was able to start forging away. There was to be no easy ride, however, as McWilliams got past the Yamaha quite easily on lap five and closed right up on the leader by lap 10.

Ukawa was able to fend him off. Meanwhile Ralf Waldmann's Aprilia had also joined the group, if a little distantly, while Battaini was charging through from 11th on the first lap. He caught and passed Waldmann, now losing ground, on lap 12, and was on McWilliams two laps later, passing him quite easily and even closing on Ukawa, though in the closing laps his very soft tires forced him to slow on the drying track.

Capirossi had started well, but dropped back in the early laps. Now he too was on the move, and he had caught and passed Waldmann when the German rider ran onto the dirt and was forced to bale out. "I was heading for the barrier so fast," he said later, after being treated for concussion.

The Italian quickly closed the two-second gap to McWilliams, with Nakano sticking to his back wheel as he gained confidence. The Irish rider was now in trouble, having fitted a narrower rear rim for the wet, and one by one they got passed. He still had a safe fifth, but that was not enough, and he crashed out on the first corner one lap later.

The front men carried on to the finish, Ukawa delighted with his fine win, punching the air as he crossed the line. "The bike setup was fantastic today," he said. "I was sliding a little towards the end as the tires wore thin, but it was not a problem."

Battaini was as happy with his best-ever GP finish; Capirossi also with third, and more valuable points. "It was very easy to crash today, and I was

# Team Update

World champion-elect Alex Criville will stay with the factory Honda team next year, after reaching a verbal agreement on the first day of practice in Valencia. This is not surprising, but it is important more by default - this is the first time for five years at least that the annual round of signing did not have to wait until Mick Doohan made his decision first. Much still depends on Mick however, not least on whether or not he will ride, and whether or not he will put together his own team. One possible scenario, still bandied about at Valencia, was that Mick could field a team for 250cc superstar and champion-elect Valentino Rossi. This would be an attractive package for sponsors, even if Doohan is not one of the riders.

Loris Capirossi has been offered a big-money three-year Ducati Superbike contract, in an attempt to lure the former 125cc and 250cc champion and 500cc GP winner away from GPs to the four-stroke series - and after his problems in GPs he might accept. "He would prefer to stay in GPs," said manager Carlo Pernat. "But the money is very high, and he has had a lot of trouble in GPs." Capirossi was sacked by Aprilia last year after knocking off champion-designate Tetsuya Harada in the last race, and suspended for two races this year after a start-line collision at Mugello. The recruitment move is thought to be a deliberate attack on the GP series by Italian Superbike series promoter Maurizio Flammini.

Several other major teams are already settled. Suzuki's annual hopes for a three-rider team have again come to nothing, after manager Garry Taylor flew to the factory after the last round. They already have Kenny Roberts and Nobuatsu Aoki under contract. Taylor also scotched rumors that Suzuki might supply a satellite team next season - Alex Barros had been named as a potential rider. "We will only have our factory team," he said.

Marlboro Yamaha has their two riders on two-year contracts - Max Biaggi and Carlos Checa.

Red Bull Yamaha is engaged in replacing their lost sponsor, Red Bull, pulling out at the end of the season. One possibility is Mobil 1, which was present at Valencia. "We'd been talking to them for a long time," said manager Peter Clifford.

However, the remaining places at HRC remain to be filled. Sete Gibernau is likely to be offered a place, while Tadayuki Okada may be earmarked for a separate new team with a Japanese sponsor. Putative teammate could be All-Japan Championship star and former wildcard GP winner Daijiro Katoh.

There is uncertainty over the future of two other teams. MuZ sponsor Weber has threatened to pull out, after the debacle this year with Luca Cadalora; while Team Roberts is more than anxious to secure backing for either their Modenas triple, or possibly a four-cylinder machine.

Weber, a self-made multi-millionaire engineering firm owner, was known to be unhappy with Cadalora when the on-again/off-again Italian rider pulled out of the first two rounds of the season. Matters came to a head at Assen, when Cadalora again pulled out for no apparent good reason, and it was reported that he had been sacked as Simon Crafar took over the ride for the British GP. Cadalora returned for the next race, apparently against Weber's wishes; but now has gone again after withdrawing from the Czech Republic GP. "At the moment, our chances of continuing next year are about 50/50," said team boss Rolf Biland.

Modenas also has problems caused by an acute shortage of riders, which makes it difficult to attract sponsors.

Anthony Gobert's proposed ride in the Australian and South African GPs as Cadalora's replacement is in jeopardy, as strife within the MuZ team rages over the issue. Team manager Rolf Biland is insistent that he should be given the ride, while team sponsor Alfred Weber and MuZ boss Petr-Karel Korous are equally insistent that he should not. Controversy has long followed the 24-year-old rider, since before he was sacked by Suzuki for failing a drugs test in 1997, and the proposed GP return is no exception.

As Gobert left his U.S. Superbike team fuming at the final round at Pikes Peak, failing to turn up for a race where he could have played an important role in helping his teammate Ben Bostrom win the title, telephone lines between Germany, Switzerland and Australia were humming. Gobert's entry was accepted by IRTA and Dorna, but Biland said, "I don't know yet if it will go ahead."

The rider will have to pass a compulsory FIM drug test in any case - a condition of his license after his test failure. "If he fails, then our garage door will not be open to him," said Biland.

But Biland is under considerable pressure from his bosses, who have threatened to withdraw the entry if Biland goes ahead.

careful at first," he said. "Then my tires were working well, so I could push harder."

Nakano settled for a safe fourth, admitting, "I expected better."

A long way back Stefano Perugini's Fila Honda had gradually pulled away from Sebastian Porto, riding a prototype of next year's production Yamaha. Then came Jay Vincent's Padgetts Honda, shining once again, and well clear of Rossi's Aprilia, now running cleanly.

His last victim had been Anthony West Shell Advance Honda's Anthony West, safe in ninth. Another ten seconds back rising German Alex Hofmann won out on a good midfield battle from Luca Boscoscuro, Lucas Oliver and Roberto Rolfo.

There were just 19 finishers - not among them Alfonso Nieto, Daniel Ribalta, Tomomi Manako, Johan Stigefelt, David Ortega and Maurice Bolwerk, who all crashed out.

Ukawa's win closed up the title battle again. He has 192 points to Rossi's 218. Capirossi moves closer too, on 172, with Nakano on 162, Perugini on 112, and Battaini one point ahead of Waldmann on 107.

### 125cc GRAND PRIX

The rain was falling good and proper as the first race on the new track got under way, and conditions played havoc with the race, with a high rate of attrition and the contenders widely spaced out.

Arnaud Vincent's CC Valencia Aprilia led from pole position, but not for long, with Masao Azuma and Scalvini both forging apart to run away up front. Melandri also summed up the possibilities quickly to join them by the sixth lap, with points leader Alzamora a couple of seconds adrift in fourth as the rest trailed behind in the spray.

At one-third distance Azuma started to break away, and it looked pretty convincing, though Melandri was beginning to close again on the unlucky 13th lap. Then suddenly both of them were gone, touching the same white line and crashing. Azuma's prang was particularly spectacular, with the rider thrown off but the bike carrying on straight and true into the gravel.

This left Scalvini up front, and Alzamora working hard at closing a gap of just less than a second. But everyone else was so far behind that soon both riders' pit crews were frantically waving both men to slow down, rather than risk the fate that had befallen so many others. Thus Scalvini's first win was ultimately by almost eight seconds.

A gang had been disputing the next position, with teenager Manual Poggiali's Kappa Aprilia and Nobbie Ueda breaking away at the front just before half distance, the youngster holding the advantage until Ueda used a backmarker to reverse the positions. Then Poggiali suddenly slowed, smashing his screen in frustration at his engine failure, and leaving Ueda to a safe rostrum finish.

Vincent also survived for fourth, with Marlboro Aprilia's Steve Jenkner delighted with fifth, ahead of Gino Borsoi's Semprucci Aprilia.

In addition to both Derbi riders, Pablo Nieto and Youchi Ui, and the two leaders, Ivan Goi, Lucio Cecchinello, Fred Petit, Max Sabbatani, Ivan Martinez and Bernhard Absmeier all crashed out.

Alzamora has yet to win a race this year, but extended his title lead nonetheless, with 190 points to Azuma on 167. Melandri lost third overall to Ueda, 146 points to 140, while Vincent has 132 and Roberto Locatelli 126 after finishing eighth today by hanging on in spite of an appalling start. **CN**

**Gianluigi Scalvini won his first 125cc Grand Prix of the season in the soaking-wet conditions.**

**Communidad de Valencia GP**
**Valencia, Spain**
**Results: September 19, 1999**

**125cc QUALIFYING:** 1. Arnaud Vincent (1:42.237); 2. Marco Melandri (1:42.448); 3. Pablo Nieto (1:42.725); 4. Masao Azuma (1:42.816); 5. Lucio Cecchinello (1:42.867); 6. Youichi Ui (1:42.898); 7. Emilio Alzamora (1:42.969); 8. Giovani Scalvini (1:43.024); 9. Simone Sanna (1:43.033); 10. Roberto Locatelli (1:43.056); 11. Steve Jenkner (1:43.139); 12. Noboru Ueda (1:43.158); 13. Gino Borsoi (1:43.187); 14. Mirko Giansanti (1:43.513); 15. Jeronimo Vidal (1:43.835); 16. Ivan Goi (1:43.840); 17. A .Araujo (1:44.063); 18. M. Poggiali (1:44.147); 19. Angel Nieto Jr. (1:44.316); 20. A. Brannetti (1:44.318); 21. Frederic Petit (1:44.397); 22. Kazuto Sakata (1:44.467); 23. I. Martinez (1:44.623); 24. M. Sabbatani (1:44.680): 25. Randy de Puniet (1:44.791); 26. Reinhold Stolz (1:45.115); 27. A. Elias (1:45.394); 28. Bernd Absmeier (1:45.458); 29. D. Mico (1:46.390); 30. E. Delgado (1:48.322).

**250cc QUALIFYING:** 1. Shinya Nakano (1:37.258); 2. Loris Capirossi (1:37.484); 3. Olivier Jacque (1:37.520); 4. Valentino Rossi (1:37.596); 5. Tohru Ukawa (1:37.809); 6. Ralf Waldmann (1:38.211); 7. Jeremy McWilliams (1:38.242); 8. Luca Boscoscuro (1:38.600); 9. Franco Battaini (1:38.605); 10. Sebastien Porto (1:38.764); 11. Roberto Rolfo (1:38.825); 12. Stefano Perugini (1:38.828); 13. Jason Vincent (1:38.912); 14. Tomoni Manako (1:39.020); 15. Antony West (1:39.288); 16. Julien Allemand (1:39.534); 17. Andreas Hofmann (1:39.785); 18. Maurice Bolwerk (1:40.259); 19. Lucas Oliver (1:40.348); 20. Scott Smart (1:40.356); 21. J. Janssen (1:40.389); 22. Masaki Tokudome (1:40.750); 23. D. Ribalta (1:40.922); 24. Marcelino Rios (1:41.090) 25. Davide Garcia (1:41.128); 26. Davide Ortega (1:41.201); 27. I. Bonilla (1:41.349); 28. Johan Stigefelt (1:41.510); 29. A. Debon (1:41.640); 30. Fonzi Nieto (1:41.702); 31. A. Molina (1:42.158).

**500cc QUALIFYING:** 1. Regis Laconi (1:36.132); 2. Max Biaggi (1:36.293); 3. Alex Criville (1:36.304); 4. Tadayuki Okada (1:36.314); 5. Carlos Checa (1:36.344); 6. Norick Abe (1:36.426); 7. John Kocinski (1:36.433); 8. Garry McCoy (1:36.493); 9. Kenny Roberts Jr. (1:36.505); 10. Alex Barros (1:36.511); 11. Nobuatsu Aoki (1:36.636); 12. Juan Borja (1:36.782); 13. Jurven van den Goorbergh (1:36.834); 14. Sete Gibernau (1:36.944); 15. Tetsuya Harada (1:37.025); 16. Mark Willis (1:37.363); 17. Mike Hale (1:37.622); 18. Davide de Gea (1:37.791); 19. Jose-Luis Cardoso (1:37.996); 20. Sebastien Gimbert (1:38.346); 21. Michael Rutter (1:40.414); 22. Marc Garcia (1:41.307).

**125cc GRAND PRIX:** 1. 1. Gianluigi Scalvini (Apr); 2. Emilio Alazamora (Hon); 3. Noboru Ueda (Hon); 4. Arnaud Vincent (Apr); 5. Steve Jenkner (Apr); 6. Gino Borsoi (Apr); 7. Simone Sanna (Hon); 8. Roberto Locatelli (Apr); 9. David Mico (Apr); 10. Randy de Puniet (Apr); 11. Alessandro Brannetti (Apr); 12. Kazuto Sakata (Hon); 13. Reinhard Stoltz (Hon); 14. Antonio Elias (Hon); 15. Angel Nieto Jr. (Hon); 16. Bernhard Absmeier (Apr); 17. Emilio Delgado (Hon).
**Time:** 47 min., 36.994 sec.
**Distance:** 25 laps, 74.21 miles.
**Average speed:** 78.221 mph
**Margin of victory:** 7.957 sec.

**250cc GRAND PRIX:** 1. Tohru Ukawa (Hon); 2. Franco Battaini (Apr); 3. Loris Capirossi (Hon); 4. Shinya Nakano (Yam); 5. Stefano Perugini (Hon); 6. Sebastien Porto Apr); 7. Jason Vincent (Hon); 8. Valentino Rossi (Apr); 9. Anthony West (Hon); 10. Alex Hofmann (Hon); 11. Luca Boscoscuro (Hon); 12. Lucas Oliver (Yam); 13. Roberto Rolfo (Apr); 14. Masaki Tokudome (Hon); 15. Fonsi Nieto (Yam).
**Time:** 49 min., 50.449 sec.
**Distance:** 27 laps, 79.92 miles
**Average speed:** 81.506 mph
**Margin of victory:** 6.125 sec.

**500cc GRAND PRIX:** 1. Regis Laconi (Yam); 2. Kenny Roberts Jr. (Suz); 3. Garry McCoy (Yam); 4. Tadayuki Okada (Hon); 5. Carlos Checa (Yam); 6. Norick Abe (Yam); 7. Max Biaggi (Yam); 8. John Kocinski (Hon); 9. Sete Gibernau (Hon); 10. Alex Barros (Hon); 11. Tetsuya Harada (Apr); 12. Nobuatsu Aoki (Suz); 13. Sebastien Gimbert (Hon); 14. David de Gea (Mod); 15. Mike Hale (Mod); 16. Michael Rutter (Hon); 17. Marc Garcia (Hon).
**Time:** 53 min., 28.825 sec.
**Distance:** 30 laps, 88.8 miles
**Average speed:** 83.704 mph
**Margin of victory:** 3.548 sec.

**125cc WORLD C'SHIP POINT STANDINGS (After 12 of 16 rounds):** 1. Emilio Alzamora (190); 2. Masao Azuma (167); 3. Noboru Ueda (146); 4. Marco Melandri (140); 5. Jason Vincent (132); 6. Roberto Locatelli (126); 7. Gianluigi Scalvini (116); 8. Simone Sanna (92); 9. Lucio Cecchinello (80); 10. Gino Borsoi (63); 11. Yoichi Ui (53); 12. Kazuto Sakata (52); 13. Ivan Goi (46); 14. Steve Jenkner (43); 15. Mirko Giansanti (37).

**250cc WORLD C'SHIP POINT STANDINGS (After 12 of 16 rounds):** 1. Valentino Rossi (218); 2. Tohru Ukawa (192); 3. Loris Capirossi (172); 4. Shinya Nakano (162); 5. Stefano Perugini (112); 6. Franco Battaini (107); 7. Ralf Waldmann (106); 8. Jeremy McWilliams (83); 9. Sebastien Porto (60); 10. Jason Vincent (52); 11. Luca Boscoscuro (50); 12. Marcellino Lucchi (49); 13. Olivier Jacque (48); 14. Roberto Rolfo (46); 15. Anthony West (45).

**500cc WORLD C'SHIP POINT STANDINGS (After 12 of 16 rounds):** 1. Alex Criville (219); 2. Kenny Roberts Jr. (173); 3. Tadayuki Okada (164); 4. Sete Gibernau (114); 5. Max Biaggi (109); 6. Tetsuya Harada (94); 7. John Kocinski (90); 8. Carlos Checa (89); 9. Norick Abe (88); 10. Alex Barros (84); 11. Regis Laconi (76/1); 12. Juan Borja (74); 13. Nobuatsu Aoki (54); 14. Haruchika Aoki (43); 15. Garry McCoy (37).

# Briefly...

Mick Doohan may need yet **another operation**, with further complications following his multiple injuries in practice for the third GP of the year at Jerez. Just weeks after he had an operation to remove the plate from his left wrist, he has now developed problems with his right leg, broken below the knee, which had earlier seemed to be healing well. This makes it even less likely that he will return to the tracks this year, after his hoped-for return date - originally set for the Czech Republic GP in August - is deferred race by race. Doohan returned to Monaco after the wrist surgery, carried out in San Francisco, and as practice began for the Valencia GP he flew to Australia to rejoin his girlfriend Selina and their new daughter Allexis.

The splendid new circuit at Valencia won much admiration and attracted vast crowds. But the track itself was **criticized by riders** both for the slippery surface and its twisting nature. "It's too big to be a stadium, and too small to be a GP circuit," said Loris Capirossi. But other riders liked the technical challenge. "At first I thought it was a bad track, but although there are many slow corners, they are well-designed with good acceleration areas, and there are also some difficult faster sections, and places where you need to brake hard leaning over. It's quite enjoyable," said 500cc pole-qualifier Regis Laconi.

The layout is **superb for fans**, with the full 2½-mile length squeezed into the smallest possible area, ringed with grandstands and well-positioned hillsides. There are also a number of vantage points from which almost the whole track is visible. With vast crowds ringing the circuit, the atmosphere was also superb.

The new Valencia GP is the **first major race** at the Ricardo Tormo track, named in honor of the late former World Champion who came from the city, on the Mediterranean coast just over halfway between Madrid and Barcelona, and it is the third GP this year in Spain.

Rising new Italian star **Marco Melandri** tested a factory 250cc Honda in the break after the Imola GP, and may decide to move up a class next season. However, he has a dilemma. He is still in with a chance of winning the 125cc title this year, but must make his decision before he can know if he has been successful or not. Melandri rode countryman Stefano Perugini's NSR at Misano, and was immediately impressed and impressive. "I enjoyed it," he said. "I liked the bike, and I want to move up. Of course I want to win the 125cc title first, but the decision cannot wait until the end of the season."

The 17-year-old Melandri, following in the **footsteps of Valentino Rossi**, is in his second full GP season, but spoiled the first part of the year after crashing in practice for the first round. On the eve of the Valencia GP, he was 30 points adrift of title leader Emilio Alzamora, with five races left, but had won the last three rounds. Statistics published at Valencia showed that Melandri won his first race at the age of 15 years and 10 months (Rossi was 17), and that while Rossi claimed seven wins to Melandri's four in his first 24 GPs, Melandri's podium score is higher (12:9), and he has won marginally more points than Rossi over the same period.

Other statistics showed that Kenny Roberts is the **most successful 500cc-class qualifier**, with eight front rows this year compared with seven each for Biaggi and Criville, and five for Kocinski. Meanwhile, only riders from Italy and Japan have won in the 250cc class for the last 25 races.

**Simon Crafar** was a track visitor at Valencia, hoping to make a GP return next season, possibly on Dunlop tires. "I have two or three options - teams I am talking to," said the New Zealander, who was dropped by Red Bull Yamaha for failing to reproduce his former GP-winning form after the team switched from Dunlops to Michelins this year. He would not name the teams, but one of them is known to be MuZ, and another is likely to be Modenas. As for a possible return by Dunlop, their future racing plans are uncertain after a takeover by Goodyear. They pulled out of making tires for 500cc V4s this season, concentrating on the 250cc class, but supplying tires for V-twins, including Harada's factory Aprilia.

Kenny Roberts **raced with an Ohlins fork** in Valencia, switching from the team's usual Showa equipment in an attempt to solve the bike's niggling handling problems. But the rider declined to answer questions about the fork directly: "We've tried them, but I don't know that we raced with them. But we did have the opportunity to try something different that we thought might solve our problem, and it didn't help, so that takes us one step further. The question now is whether to try and keep racing our hearts out with what we have, or to try and fix it. I'm inclined to do the first thing."

Former 125cc double champion Haruchika Aoki missed the race after **breaking his collarbone** in a practice tangle with Alex Barros. The youngest of the three Aoki brothers races a development version of the Honda V-twin 500cc, in a TSR chassis.

# The Legends of American Motorcycle Racing

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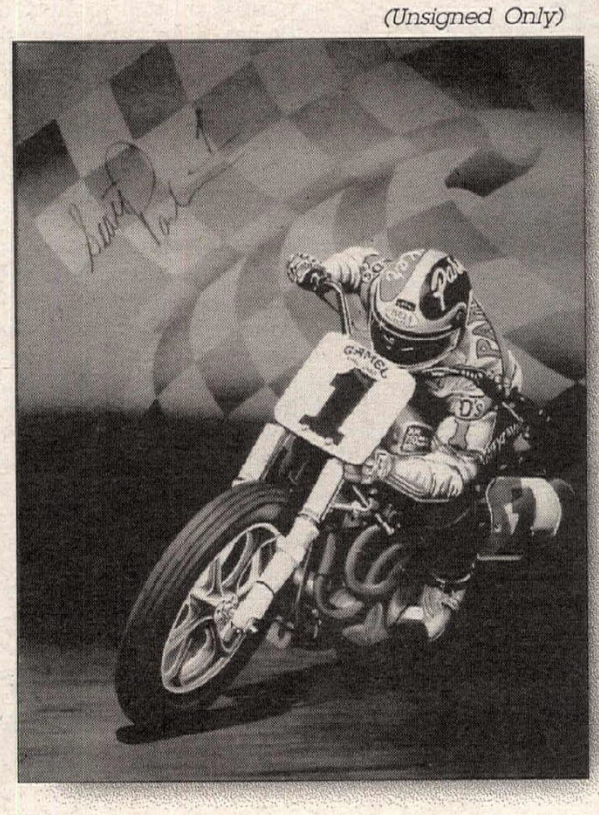

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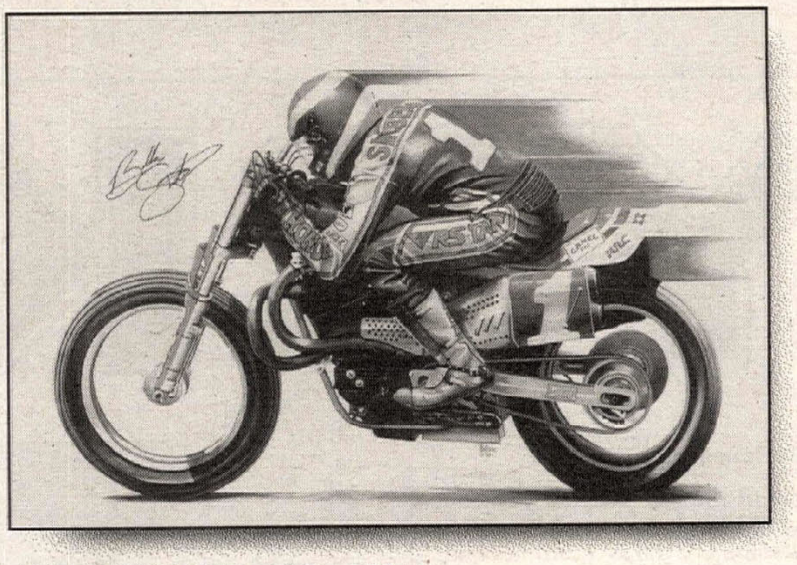

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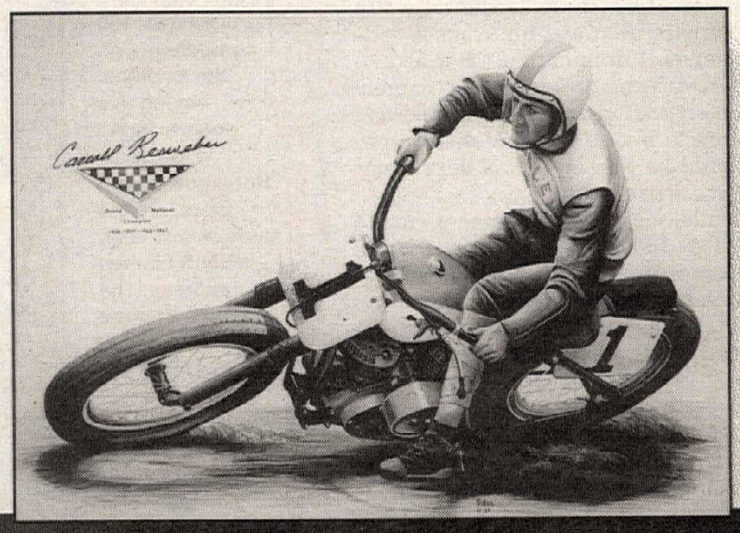

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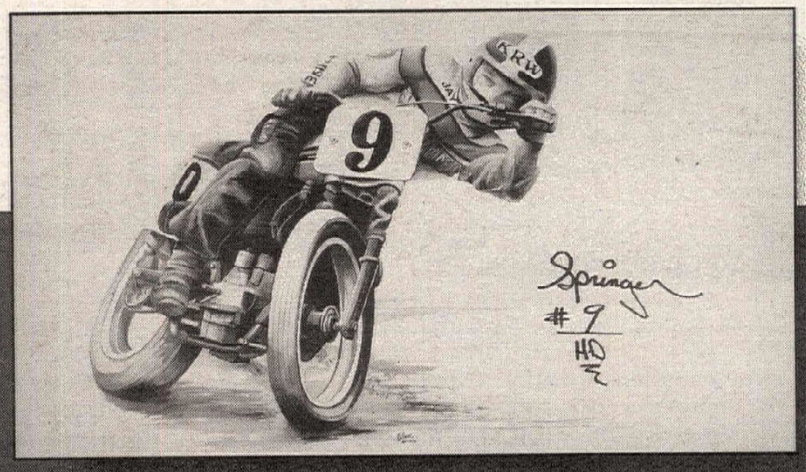

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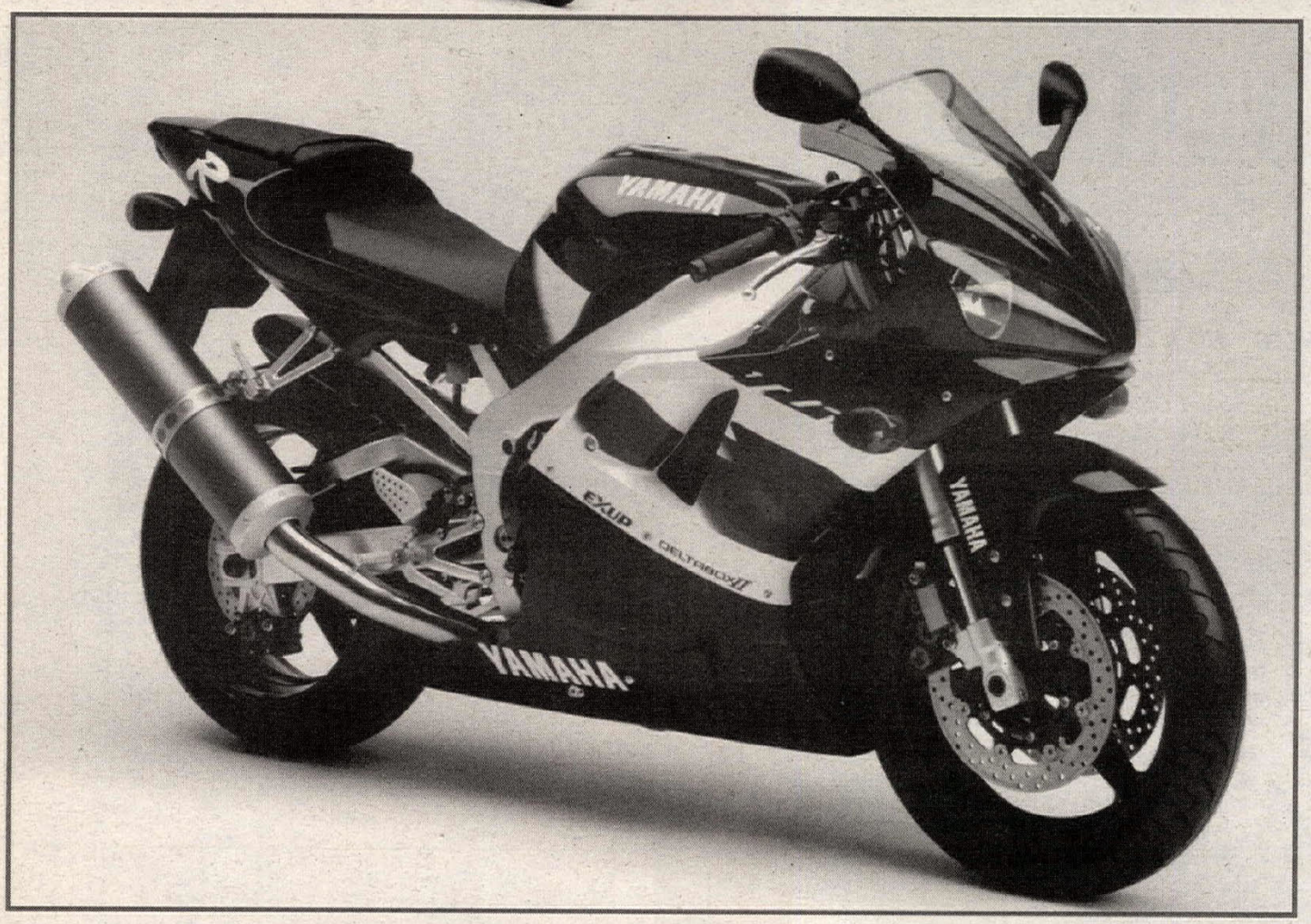



# Y2K compatible

By Scott Rousseau

In light of the fact that the Yamaha Motor Corporation has grabbed the lion's share of awards, headlines and new motorcycle customers among the Big Four brands for its aggressive approach in bringing exciting new products to the motorcycle market over the past two years, it is no wonder that "gentle giant" Honda actually singled out its rival by name as the target to shoot for in its quest for what it calls "total market domination." But as evidenced by Yamaha's response, namely its 2000 model year street and off-road motorcycle lineup, its new message to all would-be challengers is very clear: Bring it on, baby.

Paralleling the improvements made to its incredibly successful Yamaha YZF motocrosser, Yamaha has chosen to make several improvements to some models in its existing family of street machines - as well as add and subtract a bike or two - in an effort to provide what it calls "a moving target" for the competition.

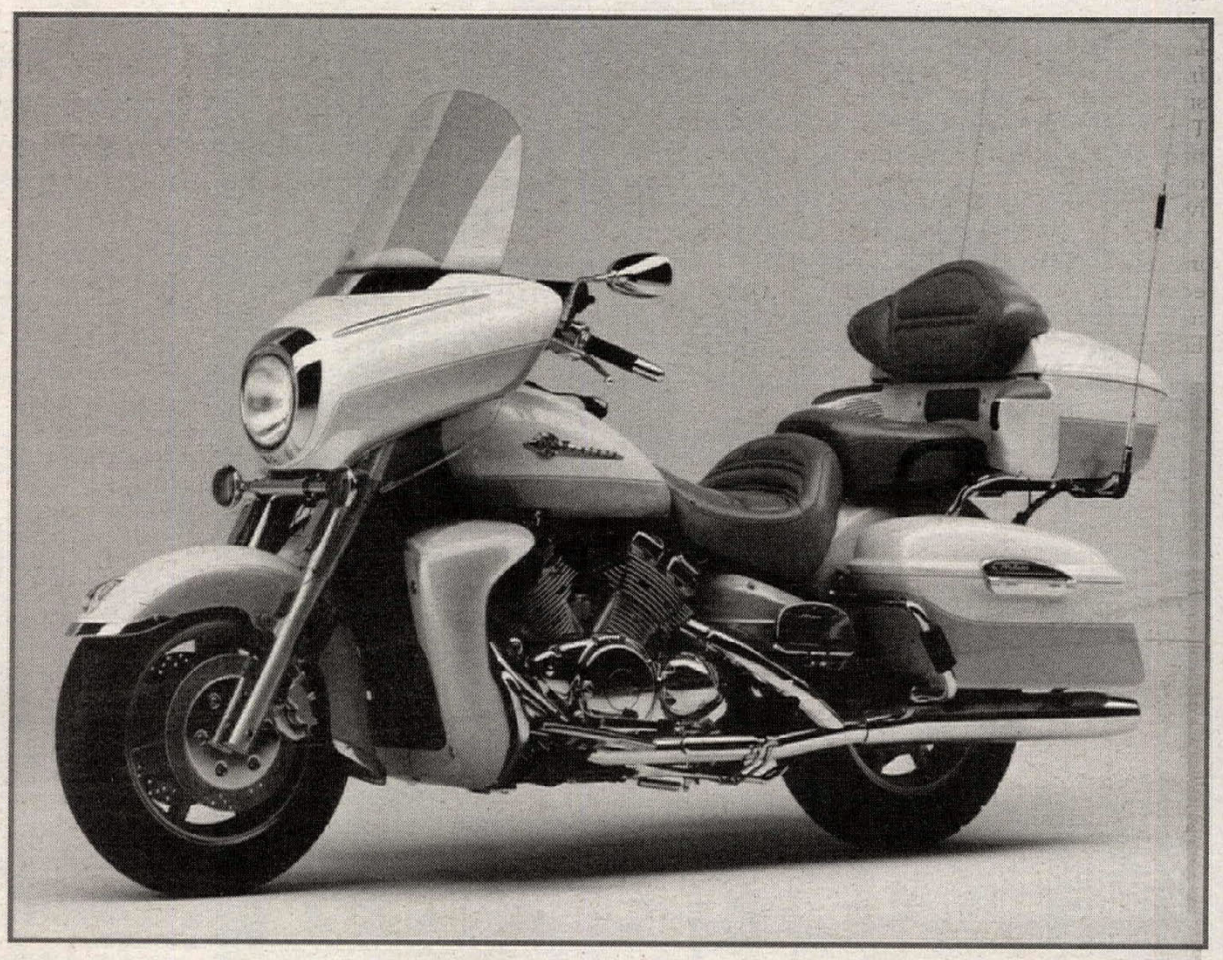
Nowhere is this quest to stay on top more evident than in Yamaha's flagship sport bike, the YZF-R1. Despite the fact that the company feels that the R1 far exceeded customer expectations, that didn't stop them from tearing the bike apart in search of possible improvements. Over 150 components were carefully analyzed, and if a change for the better could be made, then it was made.

Starting with the hyper, 150-horsepower, 998cc DOHC inline four, Yamaha added a lighter, more compact starter motor and new magnesium engine covers, reworked the carburetion to improve low-speed power delivery, revised the camshaft journal lubrication system for better oil distribution and added its own Air Induction System (AIS) to make the fire-breathing mill more emissions-friendly. Topping off the improvements is a titanium exhaust silencer and diffuser that knocks a total of 2.2 pounds off of the bike's total weight. The R1's transmission has also received considerable combing, with lightened internals, a taller first gear ratio, redesigned shift shaft and a modified shift linkage to improve the manners of the six-speed crashbox.

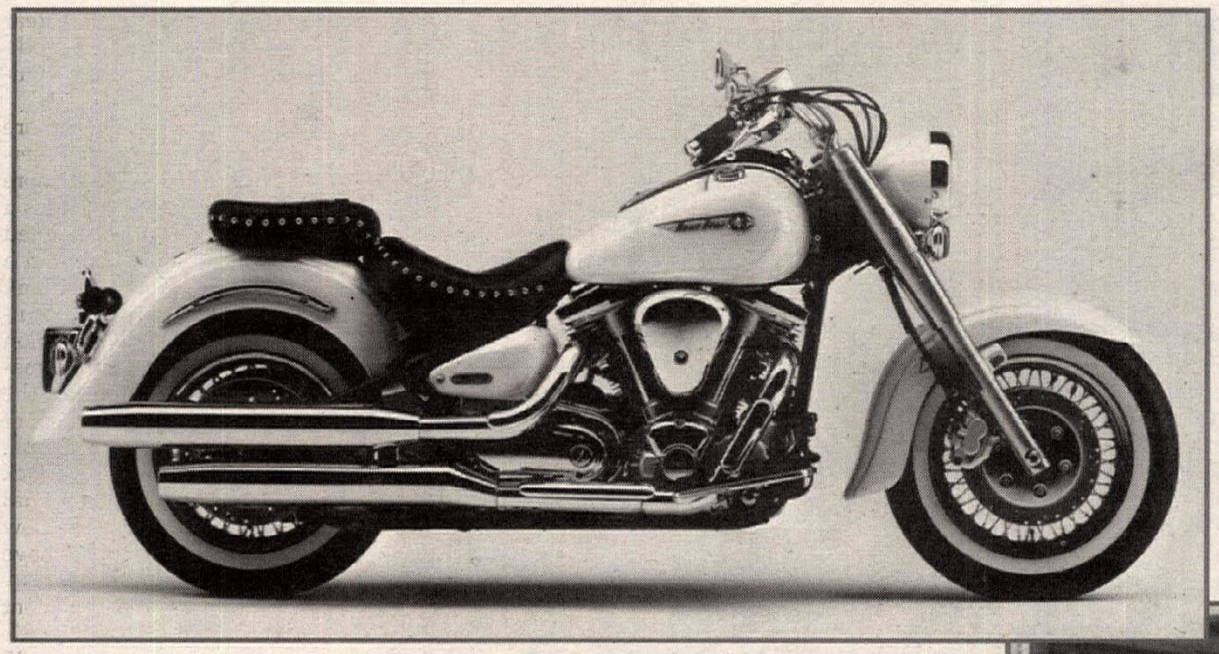
The Yamaha crew went even more ballistic in the chassis department - literally. The R1 is draped in all-new, more aerodynamic bodywork that includes a slightly larger windscreen, redesigned upper, lower and side cowlings and a redesigned seat cowling. The fuel tank has been reshaped to be even less obtrusive while retaining the same 5.5-gallon capacity of the previous version. Yamaha even went so far as to lighten the mirrors, the tail assembly, dish out all of the fasteners - even run smaller-diameter wire springs on the all-new shock and revised forks. The 298mm dual floating front brake system and the new slimmer-bodied instrument cluster have also been targets for weight savings.

These changes make for a significant subtraction in the total weight of the R1. The bike now registers a lithe 385 pounds, and this even with the additional poundage brought about by the AIS emissions system. And consider this: Price is the one target that Yamaha chose to remain stationary, even though it may be all but impossible for the other manufacturers to hit a bullseye. The 2000 Yamaha YZF-R1 - like all other returning Yamaha models - checks in at the same suggested retail price that it did last year, $10,199.

Riders considering a new cruiser or touring bike may need to look no further than their local Yamaha dealership as well. As the second largest manufacturer of cruiser and touring models in the world, there is a good chance that Yamaha has some kind of Star worth



**(Above) Yamaha's technological flagship YZF-R1 has been rendered obsolete by this bike, the new Yamaha YZF-R1. Yamaha engineers improved over 150 components on the machine, saving five pounds in the process. Horsepower, and price, are the same as last year. (Right) Limited express: The Yamaha Venture MM Limited Edition takes the company's top-level touring bike one step further. Less than 1500 are slated for production.**



**(Left) Ride it, collect it: Yamaha has released an MM Limited Edition version of the Road Star as well. The bike features the trick "MM" logos and key to match its ivory paint scheme and studded seat. (Below) Yamaha has hit another price point in the cruiser category with the introduction of its V Star 1100 Custom. MSRP is $7799.**

consideration. The company has polished up its cruiser and touring lines with the introduction of three new models, one of them catering to the value-minded customer, while the other two are limited-edition high-end bikes geared toward the more affluent - or maybe even the collector.

The Yamaha V Star 1100 Classic is based closely on the returning V Star 1100, and thus becomes the new big brother to the 650cc V Star Classic that has sold over 8000 units for Yamaha so far in the 1999 model year. It isn't solely a makeover, though. The bodywork for the 1100 Classic has been designed specifically for that model. The front fender is deeply valanced, and the rear features a long flare at the rear to give a timeless look to the bike. Other new features include a 16-inch front wheel with a fat, 130/90-16 tire, a large-diameter headlight with a chrome shell, new pull-back-style handlebars and redesigned, tank-mounted instrumentation. For rider comfort, the seat features thicker, larger padding. The 1100 Classic offers front-mounted floorboards, with a classic heel/toe-style shifter on the left side. The V Star 1100 Classic will be available in two different paint schemes for 2000: onyx and a two-tone sparkle maroon/ivory. Suggested retail price is $7999.

Touring or cruising enthusiasts looking to go upscale may be more interested in Yamaha's two limited-edition motorcycles: the Venture MM Limited Edition and the Road Star MM Limited Edition. Both bikes offer vintage styling and modern technology in their respective segments, with an added twist: No more than 1500 of each model are slated for production.

The Venture MM Limited Edition is based upon the Royal Star Venture, but whereas the standard Venture might be compared to an upscale Toyota sedan, this limited-build "Millennium Model" (the MM designation actually stands for the year 2000 in Roman numerals) screams Lexus all the way. Touring accoutrements include plush seating, operator and passenger floorboards, and easy access audio/CB switchgear. And the Venture MM goes a few steps further with its pearl white/ivory hues and tan-colored saddlery, brass serial number plate affixed to the trunk and "MM Limited" logos on the saddlebag hinges. The bike also has a special, MM commemorative ignition key. Suggested retail price is $16,099, just $100 above that of the Royal Star Venture, and the bike is backed by one of the best customer support packages in motorcycle history: a five-year, unlimited-mileage warranty and a 24-hour roadside assistance program.

The massive, 98-cubic-inch Road Star MM Limited Edition offers the same pushrod V-twin - that belts out 99 foot-pounds of torque - as is found on the Road Star, which made its debut last year. Special highlights of the MM version include an ivory paint scheme, white-walled tires on chromed, wire-spoked aluminum wheels, a studded saddle and pillion pad *à la* Road Star Silverado, and the "MM Limited" logo on the spedometer and brass serial number plate on the rear fender. It, too, comes with the commemorative ignition key. Suggested retail price for the Road Star MM Limited Edition is $10,599. Again, this is just $100 more than the regular Road Star.

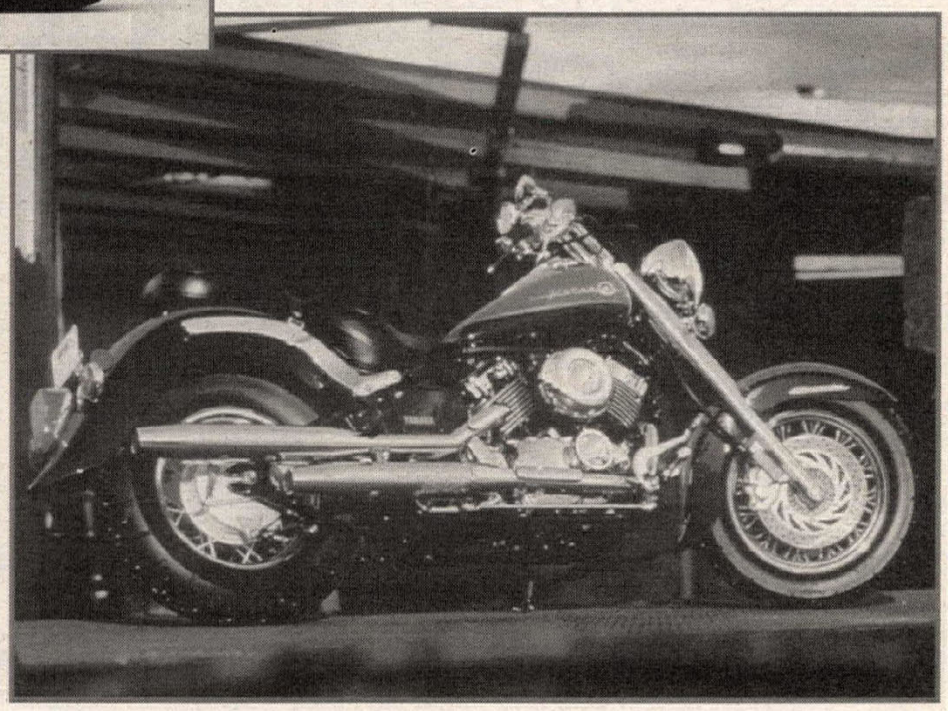
That about covers the major changes to Yamaha's street bike lineup for the new millennium. Whether or not the company has met its goal of honing and sharpening its products in the face of oncoming new models from the competition remains to be seen - in our riding impressions and shootouts. Even so, it isn't to difficult to catch the message they're sending to the motorcycle world now.

Catch me... if you can. **CN**

## Many happy returns

The following street models comprise the 2000 Yamaha model lineup:

| Model | Suggested retail price |
|---|---|
| Royal Star Venture | $15,999 |
| Royal Star | $13,949 |
| Royal Star Tour Classic | $14,799 |
| Royal Star Tour Deluxe | $15,199 |
| Road Star Silverado | $11,999 |
| Road Star | $10,499 |
| V Star 1100 Custom | $7799 |
| V Star Classic | $5899 |
| V Star Custom | $5599 |
| Virago 535 | $5299 |
| Virago 250 | $3299 |
| V-Max | $10,499 |
| YZF600R | $6999 |
| YZF-R6 | $7999 |
| YZF-R1 | $10,199 |



# Sayonara, FZR600

Its time had come, and the Yamaha FZR600 has exited the company's lineup for good as of the 2000 model year, ending a 10-year run that saw the ground-breaking supersport machine go from National Championship winner to bargain blaster, to simply the little bike that could.

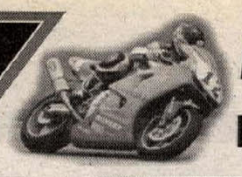
Bursting onto the scene in 1989, the FZR600 quickly proved its capabilities on the track, winning every round of the '89 AMA 600cc Supersport Series, including Daytona, with John Kocinski aboard. Scott Zampach claimed the series championship title on an FZR600 that year. In 1990, David Sadowski piloted the bike to its second straight 600cc Supersport title, with the FZR racing off showroom floors as well. It would remain competitive for several more seasons before the advent of the YZF600 dropped the FZR to number two in the Yamaha 600cc Supersport family. No matter, as the bike practically gained cult status what with all the simple and inexpensive modifications that could be made to make it somewhat competitive with the latest crop of 600s to hit the market each year.

Yet despite the fact that its fantastic performance was never diminished, sales were, as Yamaha offered a new hyperbike to the buying public - the YZF-R6 - in 1999, thus dropping the YZF to the tier occupied by the FZR. And, well, as the old saying goes, this town ain't big enough...

"The FZR600's impact on the category was tremendous both for the category and for Yamaha," Yamaha communications guru Bob Starr said. "But when we made the decision to re-price the YZF600, we found that people were willing to pay a little more to step up to the YZF. It didn't warrant us bringing in such a small number of FZRs. It's sad. It's rare that a motorcycle can be such a solid performer for that long. That bike was a soldier."

So, the FZR600 is officially retired in the name of progress - the same way that it KO'd the FZ600 before it. Even so, there is little doubt that it will be treated kindly in motorcycling history as one of those milestone machines that broke new ground and set new standards for the 600cc class.

Shutter to think that we may be saying the same thing about the YZF-R6 some 10 years from now.



## Iain MacPherson's World Supersport Kawasaki ZX-6R

# The green underdog

**By Alan Cathcart**
**Photos by Mark Wernham**

Few race wins in recent years have been as unexpected as Scotsman Iain MacPherson's dominant victory in the first-ever World Supersport Championship round at Kyalami back in March. Not only did the unfancied British rider blitz the field en route to a clear-cut win in this most competitive of four-stroke racing classes, he did so on a bike that has been otherwise absent from world-level Supersport contention, until now - the Kawasaki ZX-6R. To prove that win wasn't a fluke, MacPherson and the ZX-6R just did it again in the Dutch round of the series in Assen. And again in the series' final round at Hockenheim in Germany. With that final victory, MacPherson and the Kawasaki became the only three-time winner in the series and it netted them second in the championship.

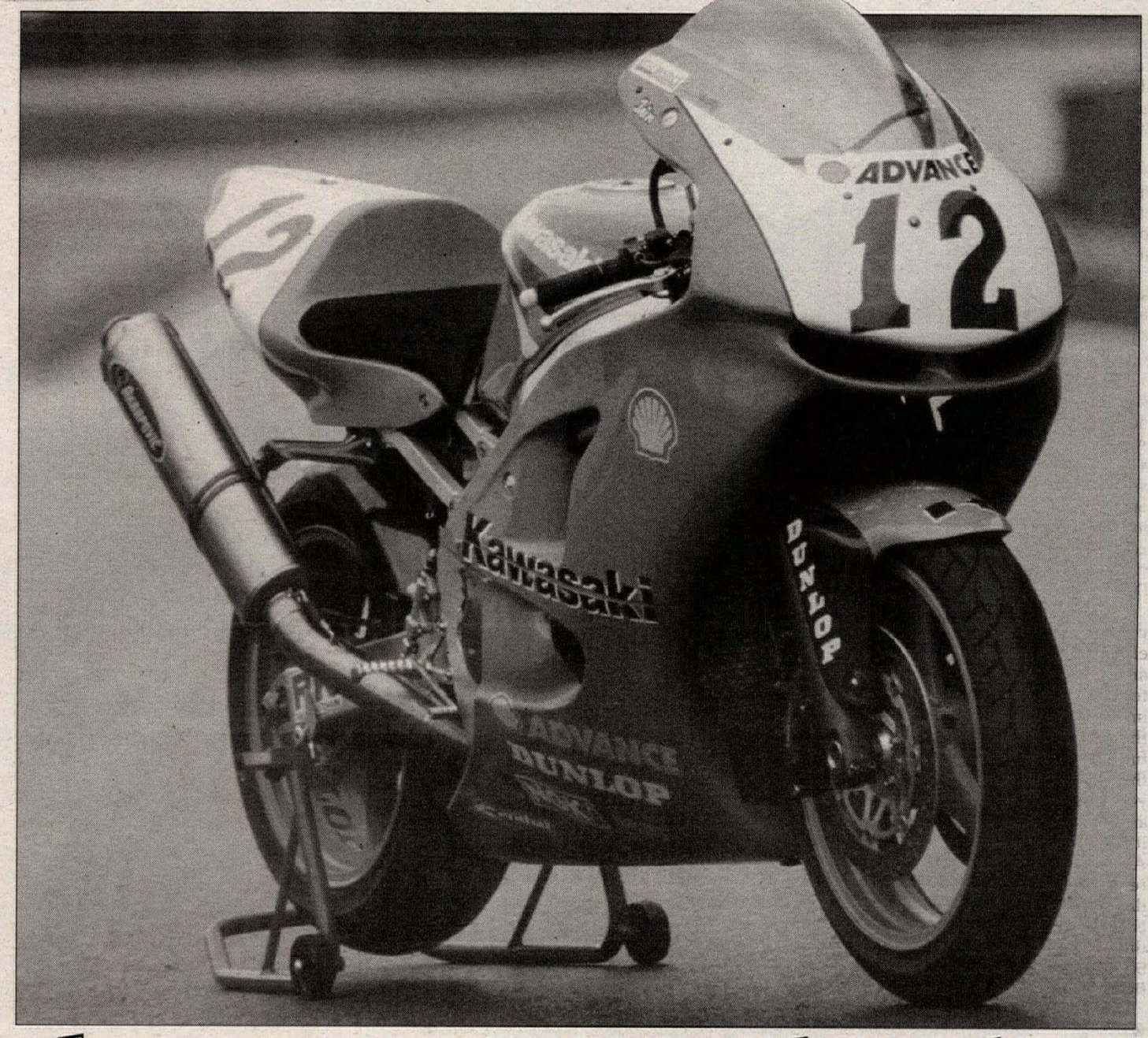
Those results beg the question: Why hasn't a leading team ever raced a Kawasaki in World Supersport prior to this year? At the national level in a host of countries from France to Australia, the U.S.A. to Germany, the ZX-6R has proven itself many times over since its 1995 debut.

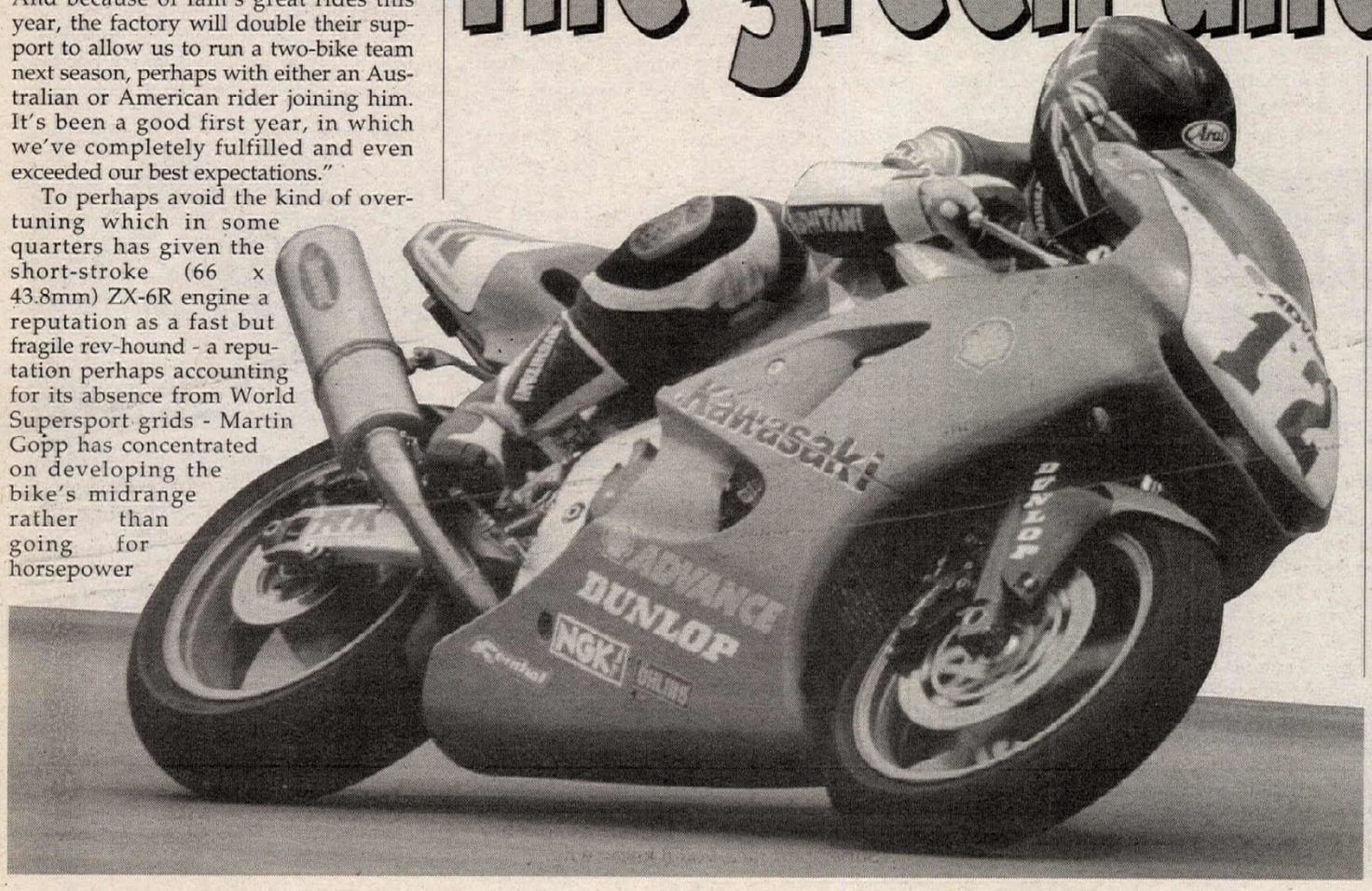
But apart from Udo Mark's victory in the abortive Thunderbikes series in 1995, no Kawasaki rider had ever finished on the rostrum for a proper world-class Supersport race. Well, until MacPherson did the deed in South Africa.

"People think the ZX-6R isn't competitive, so they prefer to run a Yamaha or Suzuki," says Kawasaki team manager Harald Eckl. "But we've proved this year that the bike is a winner, which made me feel a lot better after pushing the Kawasaki factory to support us in '99 on a trial basis with a top rider in a single-bike team. Our race engineer, Martin Gopp, has done all the R&D himself, working with the factory's very clever Supersport race engineer Yamamoto-san, to produce a competitive bike that benefits more from clever ideas than a big budget. But for 2000 Kawasaki will have a new ZX-6R based on the present one, uprated in line with our debut season in World Supersport. And because of Iain's great rides this year, the factory will double their support to allow us to run a two-bike team next season, perhaps with either an Australian or American rider joining him. It's been a good first year, in which we've completely fulfilled and even exceeded our best expectations."

To perhaps avoid the kind of overtuning which in some quarters has given the short-stroke (66 x 43.8mm) ZX-6R engine a reputation as a fast but fragile rev-hound - a reputation perhaps accounting for its absence from World Supersport grids - Martin Gopp has concentrated on developing the bike's midrange rather than going for horsepower numbers; focusing on rideability rather than straight-line speed.

Riding the Kawasaki at Austria's A-1 Ring, as the team prepared for the trio of races making up the '99 World Supersport final, confirmed this. With just 108 horsepower on tap at the back wheel, running at 13,800 rpm on the ram-air-equipped Akrapovic dyno where the bike's Slovenian-made exhaust system was developed (made in 0.7mm gauge stainless steel, and thus both lighter and less costly than a comparable, thicker-gauge, titanium system), I found at Zeltweg I could use a gear higher for many of the turns, riding the surprisingly potent torque curve to maximize midrange acceleration, rather than revving the engine hard in pursuit of top-end power. So long as you have the needle on the surprisingly inaccurate tacho (which according to the team's permanent on-board telemetry, reads as much as 1000 rpm too high)




**(Above) Iain MacPherson has won two World Supersport rounds thus far on his Kawasaki ZX-6R.**
**(Left) Alan Cathcart was given the opportunity to ride MacPherson's bike at the A-1 Ring in Austria. He came away impressed.**

pointing at 10,500 rpm or more when you get hard on the throttle out of a turn, the Gopp-tuned Kawasaki will deliver a strong punch en route to the conservative 14,100 rpm rev-limiter, with no steps or dips in the powerband.

The motor doesn't feel quite as strong as the Belgarda Yamaha I tested, nor as nimble and agile in steering, but it's arguably an even better all-around package motor-wise that is more forgiving to ride than the class benchmark R6 - a crucial factor in a hectic class like Supersport. In World Supersport, you need a bike that's a flexible friend - and that's what MacPherson's Kawasaki, rather surprisingly, is.

Pickup from a closed throttle is quite fierce, though - a fact you especially notice on an initially damp track in the A-1 Ring's trio of slow turns. But it isn't a big factor because of the nicely balanced suspension package - which the on-board telemetry helps the team dial in quickly for each track - allows you to keep up corner speed pretty well, especially with the good grip of the Dunlop D207 tires.

"Spending $5000 on a proper computerized monitoring system is a cost-effective move which actually benefits any privateer team just as much as a factory-supported operation like ours," insists Gopp. "Fitting telemetry cuts out the need for costly pre-race testing to find the right suspension setup, which is the key to Supersport success. Instead, you can get the bike dialed in quickly and easily at a race, as well as monitor its behavior at all times on the track. Also, at first Harald (Eckl) wanted me to remove it for races in case it got crash-damaged - but I convinced him it was cheaper to know why we crashed, so it didn't happen again. So now it stays on all the time."

To produce this willing, punchy engine - whose nature not only goes against the four-cylinder Supersport grain, but also belies the ZX-6R's all-or-nothing reputation - Gopp has only raised the compression from the stock 11.8:1 to 12:1, preferring to concentrate instead on reshaping the combustion chamber and widening the valve seats for better precision in seating and an improved flow. He's also worked at getting the squish band just right, which he says is the key to tuning the Kawasaki engine to its best advantage. And when porting and flowing the cylinder head, he's taken care to avoid opening the ports up too big, to avoid focusing on top-end power at the expense of midrange zap.

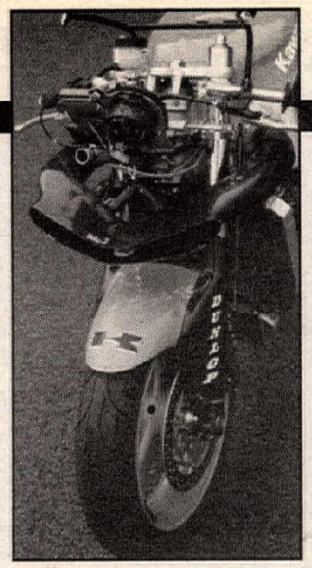
Gopp also uses the less radical 1998 Kawasaki race kit camshafts, rather than the '99 versions which he thinks affect reliability because the cams open the valves too fast. He also uses stiffer kit springs on the stock valves, kit cam sprockets to vary the valve timing a little, a kit igniter box, stronger clutch springs and the kit gearbox, with longer bottom and shorter top gears than stock, to close everything up.

Slightly shorter bellmouths on the 36mm Mikuni carbs, the huge ZX-6R kit water radiator that Gopp says is "just for show - I run the stock thermostat, and the temperature is always 70-75 degrees, even in Laguna Seca or Brands," and the Akrapovic exhaust with its titanium-wrap silencer and 1-2 and 3-4 balance pipes are the sum total of changes to what is a remarkably standard engine. Add in the Ohlins customer rear shock and the combination of Ohlins and Kawasaki internals to the modified 46mm forks - by some way, the sturdiest in the class - and it's possible to believe Martin's claim that the Kawasaki is not only the closest of the championship contenders to the bikes that race spectators rode to the track, but also represents the most cost-effective route to victory lane in the World Supersport paddock.

"The only real problem is carburetion," he says. "The bike is very sensitive to temperature changes, so between a morning warm up and the afternoon race, it can be difficult to get the jetting right. But apart from that, it's a good bike to work on, which is also very reliable, once you know the precautions to take to overcome the compromises of volume production on the assembly line - like the big-end bolts stretching if not correctly tightened, or the correct installation of the valve seats. We've honestly only had two mechanical problems all year, either on the dyno or the race track, and it was great misfortune that these both came in races, when Iain was challenging for the lead."

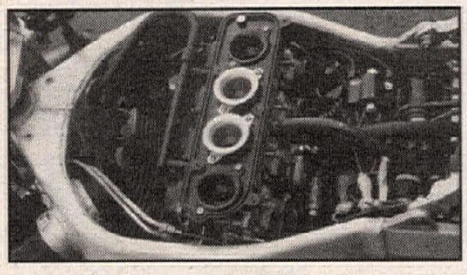
In spite of him being both shorter and lighter than me, I found MacPherson's chassis setup really easy to go fast with. He runs both clutch and brake levers very short, close to the clip-on, and the handlebars are quite wide-spread, to load up the front wheel with your body weight. But in spite of his compact build, the 1415mm-wheelbase bike isn't cramped and there's lots of space to move about, plus the screen is quite tall and shaped well enough for him and even me to tuck well behind at speed.

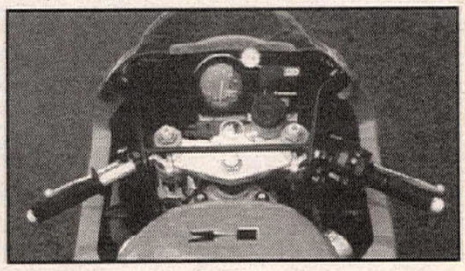
MacPherson doesn't rely on the tach to change gear, but instead on the dash-mounted, junior searchlight pointing straight at you, which flashes brightly at the true 13,800 rpm mark (14,700 on the tach), reminding you to hit the crisp, precise, street-pattern gearshift.



(Left) MacPherson's bike uses a combination of Ohlins and Kawasaki internals on its 46mm fork. The team uses stock Kawasaki 300mm discs with six-piston Tokico calipers.

(Above) Naked Kawasaki. The team uses on-board telemetry to help with chassis setup, though it's a chassis that will likely be shortened for next year.





(Above left) The 36mm carbs on the factory Kawasaki are shorter than on stock ZX-6Rs. The bike will likely retain its carburetors for next year and won't feature fuel-injection. (Above right) Since the inaccuracy of the tach makes it fairly useless, MacPherson's Kawasaki uses a light that flashes brightly when it's time to grab another gear.

MacPherson (left) gives some riding advice to Cathcart. Crew chief Martin Gopp (center) listens in.

Suspension is good, with those meaty forks eating up the F1-induced ripples on the A-1 Ring's downhill sweepers with ease, though the ZX-6R does understeer a little under power, and you have to pull it back on line to counter this. Fork setup is crucial, though, with the team playing around a lot with spring rates and oil level to find a good setup with the Dunlops, which MacPherson says are very prone to chattering problems if the oil level especially isn't just right. There's a choice of three compounds each, front and rear, for the D207s, by the way, and two each for the wet, though MacPherson only uses the harder of these two.

The Kawasaki's steering could be quicker in tighter turns, but the bike is stable in fast corners - perhaps because the team hasn't raised the rear end to stop washing out the front, and to sharpen the steering.

"Do that, and the handling is worse," says MacPherson. "Plus you have to run the wheelbase as long as possible on the chain to get the rear shock working properly. But it's a nice overall package that does no one thing exceptionally well, but has no weak points either."

Well, maybe just one. Gopp doesn't bother to change the Kawasaki's stock 300mm brake discs as most World Supersport teams do, but with their six-piston Tokico calipers these work really well by Supersport standards. They have lots of bite - at least as good as the R6 Yamaha's one-piece Sumitomo four-pot calipers. Perhaps too good, in fact: Braking hard into any of the downhill turns in Austria made the Kawasaki repeatedly wriggle and weave, moving around as the weight transfer made itself felt on the brakes. Trial and error with various alternative settings proved it's not the suspension that's at fault, nor the front tire deforming, but what seems to be an inherent chassis weakness, perhaps caused by the holes in the frame for air ducts and control cables reducing the stiffness of the aluminum twin-spar structure around the crucial steering-head area.

This wasn't such a factor braking from flat out in top for the slow uphill turn two, only for the downhill turns where weight transfer would be emphasized. But it made it hard to judge entry speed and line for these bends, so next time you see a Kawasaki rider missing an apex in a Supersport race, you'll know why.

A stiffer chassis will surely be top of the agenda for the new ZX-6R due for 2000 - a bike which MacPherson's underdog season this year on the existing bike has ensured will now be taken seriously by the competition.

"Winning in South Africa was maybe too good a thing," admits Eckl. "We weren't ready to win the World Championship, so it aroused false hopes that put extra pressure on Iain. But now we know what it takes to run at the front of the World Supersport field, and we have a solid learning season behind us. We'll be making a very serious challenge on the world title next season - and I'm sure our bikes won't be the only Kawasakis at the front of the field a year from now."

Sounds like a prediction that could bear fruit. CN

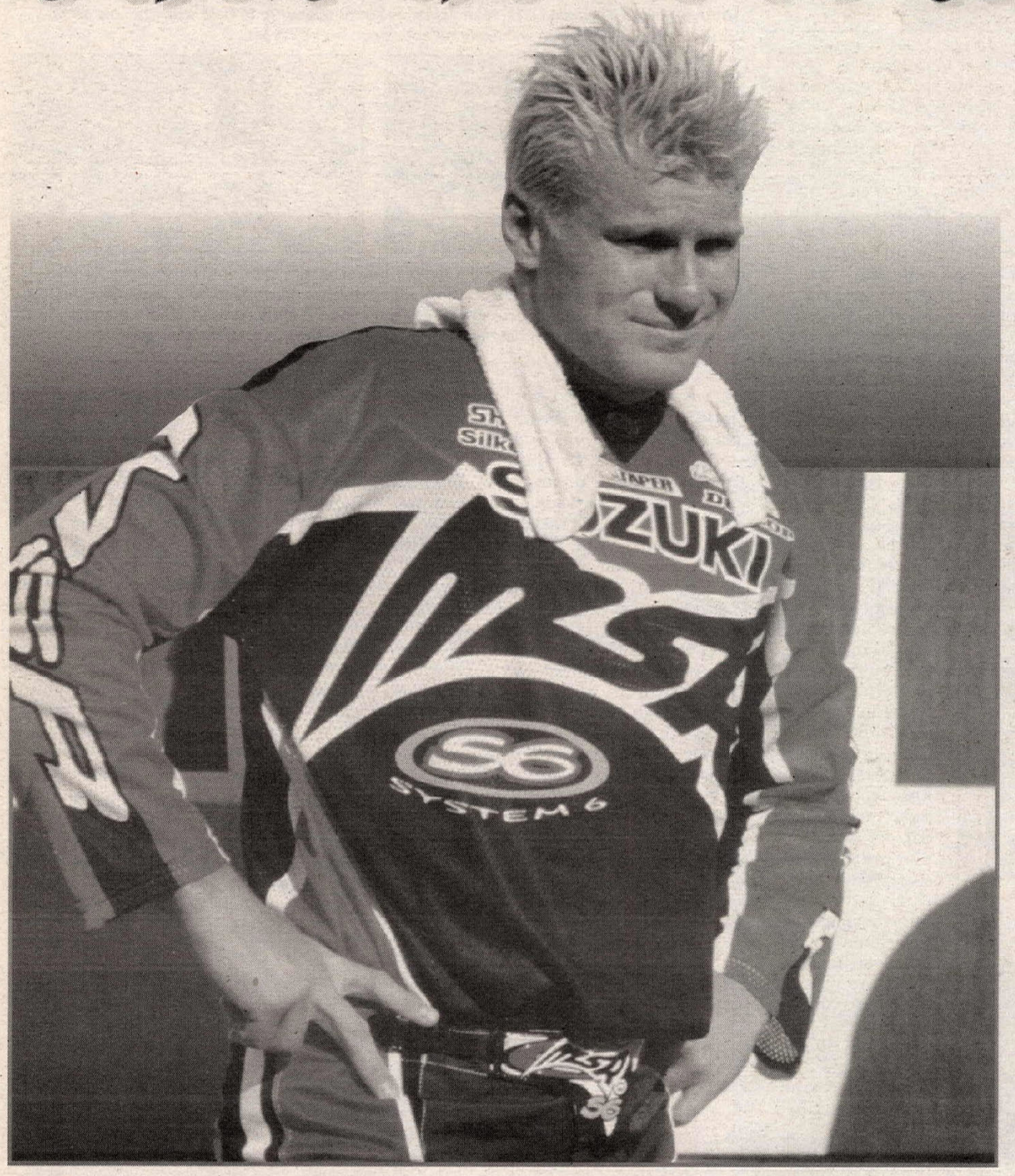
## Kawasaki ZX-6R

### Specifications

| | |
|---|---|
| **Engine** | water-cooled, DOHC, 16-valve transverse in-line four with off-set chain camshaft drive |
| **Dimensions** | 66 x 43.8mm |
| **Capacity** | 599cc |
| **Horsepower** | 108 at 13,800 rpm |
| **Compression ratio** | 12:1 |
| **Carburetion** | (4) 36mm Mikuni |
| **Ignition** | Kawasaki CDI |
| **Transmission** | six-speed Kawasaki close-ratio |
| **Clutch** | multi-plate wet |
| **Chassis** | aluminum twin-spar |
| **Suspension** | |
| **Front** | 46mm Kawasaki telescopic forks with Ohlins internals |
| **Rear** | aluminum swingarm with Ohlins shock and rising-rate linkage |
| **Rake/Trail** | 23.5 °/91mm |
| **Wheelbase** | 1415mm |
| **Weight** | 367 pounds with oil and water (no fuel) |
| **Weight distribution** | 52/48 percent static |
| **Brakes** | |
| **Front** | 2 x 300mm Kawasaki discs with six-piston Tokico calipers |
| **Rear** | 1 x 220mm Kawasaki disc with two-piston caliper |
| **Wheels/tires** | |
| **Front** | 120/70ZR17 Dunlop D207 on 3.5-inch Kawasaki wheel |
| **Rear** | 180/55ZR17 Dunlop D207 on 5.5-inch Kawasaki wheel |
| **Top speed** | 168 mph (at Monza) |
| **Owner** | Kawasaki Racing Team, Vohenstrauss, Germany |

AMA 250cc National MX Champion Greg Albertyn

# Just desserts




**Greg Albertyn is proof positive that nice guys don't always finish last. It took him half a decade, but he has finally landed his coveted U.S. National Championship.**

**By Chris Jonnum**
**Photos by Karl Ockert**

American race fans are typically a pretty patriotic lot - especially with motocross, which we have come to regard as our domain. Witness this year's 250cc GP in Budds Creek, Maryland, where spectators booed and heckled Belgian Stefan Everts for questioning the talent of Yank riders. Or go back a bit to the lack of remorse at Frenchman Mickael Pichon's departure, or a bit further to the outright celebration of Jean-Michel Bayle's exit. From these examples, it would appear that Yank MX die-hards are a rather ethnocentric lot.

Why, then, all the warm fuzzies in the few weeks since the '99 250cc outdoor title went the way of one Mr. Greg Albertyn - a gent from South Africa? Although his language is (technically) English, he's no less foreign than those other riders we love to hate. In fact, U.S. relations with Europe are probably better than they are with Alby's homeland.

Perhaps it's as simple as Albertyn being an extremely likable person, or his working so hard that it's nearly impossible to root against the guy. Though it's a huge generalization, Americans genuinely respect and reward people with strong personalities and strong work ethics - people who we like to be around and people who pull their weight. That describes Albee to a tee. Though he's a three-time World champ, his premier U.S. crown took him five years to land. Still, he has remained cordial and friendly through it all.

Plus, his accent is cool - a fact of which we were reminded when we sat down and talked with him at Budds Creek earlier this month.

**Q First of all, congratulations.**

A Thank you.

**Q What took you so long?**

A A combination of a lot of things. Definitely injuries, lack of confidence after that, a bike that possibly wasn't the best or most competitive out there - a lot of things.

**Q What was the key this year?**

A Well, all that turned around. I really felt like my speed was good. I worked harder than I've ever worked before, so I was fit enough, strong enough mentally. (I was) training, and with that comes mental strength. The Suzuki of '99 was a *great* bike - the most competitive bike I've ridden since coming to the States. (I was) just riding smooth and consistent.

**Q What took Suzuki so long?**

A Well, I think when you rest on your laurels a little bit, the competition's always going forward. I don't know, I haven't been with Suzuki all that long, but I think what they did is, they let themselves get too far behind. It takes a long time to catch up. Since Roger (DeCoster) came along, there's been a real push, and a real strong effort to get us better machinery and better equipment. It's taken a long time to catch up, and now I feel like we're on a par.

**Q Do you think Roger was key?**

A Definitely he was, because he never settled for no. He was always pushing to get better equipment, and always striving to make the stuff faster and more reliable.

> *"You know, every World Championship that I've won, I've known that I was going to win it, and this year I knew that I was going to win it."*

**Q Do you have your plans for next year finalized?**

A Not yet.

**Q Will you be racing in the States?**

A Yeah, definitely in the U.S.

**Q How much longer will you be in the United States?**

A Well, I'm married to an American girl, and I have a house here, so I definitely plan on living here permanently when I'm done. It's so close to my home where I grew up in South Africa, the way of life. I'm totally comfortable living in America. I've got so many good friends here, and I love it.

**Q Do you miss South Africa at times?**

A Yeah. Obviously, my family's all over there, so that is definitely a part of it I miss. I miss some of my friends that I've grown up with, and I always miss going on safari.

**Q What exactly does one do on a safari?**

A We go around, and it's really you looking at wild animals in their natural environment. You can see anything from a lion taking a giraffe to a baby elephant getting born - just anything is possible, and it's so great to be in the natural environment. It's really cool.

**Q How often do you get to go back home?**

A About once a year. I like to stay about a month if I can, but with our schedule, it's the never-ending season. One rolls straight into the next. It's tough.

**Q Going back to your title, how does this one compare to your World titles?**

A (Pauses) I think this gives me a real *deep* satisfaction. It's something that I've worked really hard for, and I've seen the other side of the fence. It feels really, really good to be on top. When I won my three

World Championships, I won all three of them before I turned 22, so maybe I didn't appreciate them quite as much. My first one was probably the most ecstatic I've ever been, because everything I've ever worked for was that first World title, and I achieved it. So it was such a euphoric feeling, whereas this is more of a deep satisfaction. I definitely don't take it for granted. I know what it's like to be called a crasher, and I know what it's like for people to write you off and say that you're never going to do it, and that your career's basically done.

**Q On that note, how have the American fans been with you?**

A There've been some great people out there since I came over that really supported me, and I'm really appreciative of that. I think it's mainly the critics that have jumped on the bandwagon and were very quick to say that he's done and he's a has-been, but there's a lot of people that really have supported me for the longest time.

**Q Are there ever times when you feel unwelcome?**

A No, I've never been made to feel unwelcome.

**Q Maybe the fact that you speak English helps.**

A I think so. And I think if I did come over to the U.S. and won right away, and didn't have to pay my dues, I think it might be a different story. But people have seen that I never give up, that I strive hard, and that I have a never-say-die attitude. I think that's earned me a lot of respect. Even though Ryno (Ryan Hughes) hasn't won any titles, you look at how hard he tries, and you've *got* to respect that. It's going that extra mile to get your goal.

**Q How much longer will you race, and what will you do afterward?**

A I'm not sure. I probably see myself racing another two years. That's probably a realistic goal. I have quite a few business interests that I'd like to spend a little more time getting involved in doing once I stop.

**Q Could you be more specific?**

A I'm in partnership with a personal training company called L.A. Lifestyle. That's within the L.A. Fitness gyms. That's something that really interests me, because I'm always working out and training, and we have a great company with seven or eight locations, and growing all the time.

**Q This is a stupid question, but is Suzuki pleased?**

A (Laughs) Yeah, that *is* a stupid question. Obviously, they're ecstatic, just the company as a whole. It's like, once you've achieved your goal, there's reason to celebrate.

**Q How are you and Suzuki doing that?**

A Well, I'm not sure if Suzuki has a party or anything planned, but after Steel City we had a big old team dinner. My wife had a party for me this past week - a surprise party. She said we were going to go out to a romantic dinner to celebrate my championship. She hired a limo and everything, and the next minute, I walk into a restaurant and there's like a hundred of my friends. It was pretty cool. There weren't too many riders there - mainly just friends.

**Q Is there any way of topping this?**

A Going one in the supercross and one in the outdoor - that would top it, definitely.

**When something isn't panning out the way he wants, Albertyn's solution is to work harder - an ethos more prevalent in the era of Jeff Stanton than it is now. The South African has been faulted for this, but it worked out for him this year.**

**Q I guess that means you won't be asking for an outdoor-only contract.**

A (Laughs) It has crossed my mind, there's no question about it, but it's still a little early to say right now. It would be something that would interest me. But the interest at the factories is so much on supercross, so it would be tough to pull off.

**Q What can you do to improve your indoor performance?**

A There's definitely things I'm going to analyze and work *way* harder on for next year. I think confidence goes a long way, and up until now I've been a guy who's really tried to show what he has in the United States. It's been tough to get my confidence to that level, so I'm really going to pull this confidence from the outdoors over to the supercross. I'll *relax* a little, and realize that I've achieved something - I've won a National title - and then work even harder at the supercross, trying to get top three. I think it's a realistic goal.

**Q Were there ever any doubts this year?**

A This year, there were no doubts that I was going to win the outdoors - no doubts. You know, every World Championship that I've won, I've known that I was going to win it, and this year I knew that I was going to win it.

**Q Were there doubts over the past few years?**

A Heck yeah. When you're at your lowest low, and your confidence is way down, you think to yourself, "What are you doing this for? Is it all worth it?" Now you look back, and you say, "Yeah." CN

# A freshman no longer

Whereas Greg Albertyn went from the GPs to the U.S. Nationals, Californian Ryan Hughes went the opposite route. Ryno just completed his first year in the FIM series, and while it went well, things look even better for next year. Like Albee, Hughes is a rider known and respected for his hard work. Will 2000 be the year that he finally gets a top title?

**Q Are you satisfied with your first year in the GPs?**

A Yeah, pretty satisfied. My goal was to be in the top five, and then halfway through the year, I thought, "Oh shoot, I might be able to win the championship." So then I changed my goal to win the championship. I'm still close to top three. For my first year, it's not so bad. Getting used to everything - the different tracks, just different cultures.

**Q Do you have your plans for next year finalized yet?**

A Next year I'll be riding for the same team. I'll be riding factory Hondas, so it'll be good. We'll be riding 2001 bikes.

**Q Is it true that you really get to ride newer stuff than the U.S. guys get?**

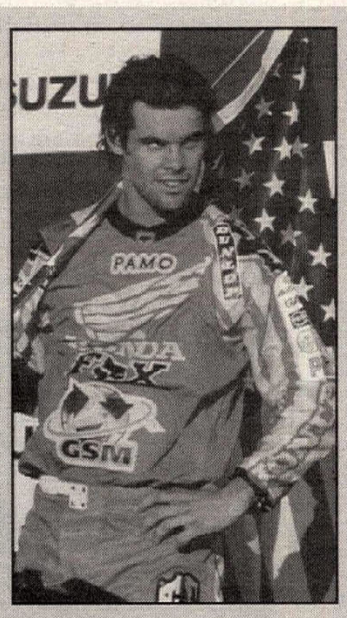
A Only the Honda guys do. My bike was a '98 all year, so I was two years behind them. For the first year, I kind of had to work for it, I guess. Now, when I have this (newer parts), it'll make me appreciate it more.

**Q So you were on a '98 with factory parts?**

A '98 with *used* factory parts. As the year went on, I kind of got more and more. The one that supported me most, probably, was Honda of America. The Honda bikes are awesome. It was the best switch I've made, so I'm happy... Now I'll be riding the newest stuff available - the stuff no one has, that no one's seen before. I go to Japan in a couple weeks to do some testing.

**Q Do you miss racing in the United States?**

A The thing I miss about the USA is the friends and the tracks. The tracks are good in the USA, and in Europe, the tracks are shit. But I don't miss all the distractions in the USA. It seems like in Europe, I can concentrate more on the racing than what everyone's doing, what everyone's saying.



**Ryan Hughes**

**Q What distractions are there in the United States?**

A The lifestyle is a lot more complicated over here than it is in Europe. There, I'm 100-percent motocross. Over here, I'll have business, motocross, friends... It seems like there's a little more always on your mind. In Europe, I'm there for one reason - to race, and that's it.

**Q Do you live in Europe, or do you go back and forth?**

A I live in Italy, and I also have a motorhome that I shipped over. We travel to the races in the motorhome, we stay in the motorhome on the weekend, and if there's a race back to back, then we just stay all week in the motorhome. Next year I'll move down to the south of France, I think, and live there.

**Q Is your family over there with you?**

A Yeah, my wife and my son. And my friend Ty and his girlfriend came over, so we kind of had some friends. If I didn't have my family and friends, I don't know if - It would have been really tough. *Really* tough.

**Q How often do you get to come back to the States?**

A I came back one time this year, and that was it. This (the Budds Creek USGP) is my second time coming back.

**Q What do you like most about the European lifestyle?**

A I guess the thing that I like, maybe, is just that it's pretty tame, pretty kicked back. No one's really in too much of a hurry. But that's also kind of bad when you're expecting packages, or to get something done. Other than that, the people are pretty nice, most of them.

## The Basics: Greg Albertyn

| | |
|---|---|
| Date of Birth | October 13, 1972 |
| Birthplace | Johannesburg, South Africa |
| Residence | Riverside, California |
| Height/Weight | 6'0"/175 lbs. |
| Hobbies | Personal watercraft, go karts, wine, fishing |
| Team | Suzuki |
| Mechanic | Joey Maurer |

**1999 Series Contending**

- AMA Toyota Supercross Series
- AMA Mazda Trucks National Championship 250cc

**MX Series Racing Accomplishments**

- 1999 250cc National Motocross Champion
- 1993, 1994 250cc World Motocross Champion
- 1992 125cc World Motocross Champion

# Unearthing the

By Matt Benson
Photos by Benson and Alan Boyd

LINNVILLE, OH, AUG. 28-29

### H&H KTM NATIONAL VINTAGE GP SERIES, ROUND 5

In October 1974, the inaugural fall Trans-AMA Motocross Series opened, pitting America's best against a stellar international field on a swooping central-Ohio track known as Honda Hills. Husqvarna's Heikki Mikkola took home the overall that day with 1-3 finishes, while the top American was Bultaco jockey Jim Pomeroy, who was third.

Some 25 years later, motocrossers still test their skills at Honda Hills, but large portions of the Trans-AMA track, originally more than 2 miles long, have given way to tall grass and trees. Commemorating the Trans-AMA's 25th anniversary with an AHRMA vintage motocross, dirt track and GP weekend, organizers unearthed portions of the historic MX track and incorporated them into a 2.1-mile hare scrambles course for the fifth round of the AHRMA/H&H KTM National Vintage GP Series.

One notable section of old track climbed a steep hill of loose shale, plunged back down, made a sharp right turn at the base of the hill and then snaked back up again. Riders who lost momentum and stalled or spun out in the loose rocks were left wishing they had chosen the alternate route that added a tenth of a mile but avoided the tricky climb. Many of the open, grassy portions wound back and forth with the old motocross circuit. Two woods sections used heavily rutted trails that were full of rocks, roots, mud and closely spaced trees.

The motorcycles from AHRMA's pre-1975 Sportsman class felt right at home on the old Trans-AMA terrain, and Bultaco Pursang-mounted Gary Poland took the checkered flag first at the end of an hour plus one lap. Husky riders Mike Scholl and Andrew Hardin were second and third to Poland in Sportsman Expert, while Yamaha rider William Menges topped the Intermediates and Scott Dowler, also on a Yamaha, was the first Sportsman Novice rider in.

Marvin Marty's mighty Hodaka cleaned up in Classic Intermediate, Ossa pilot Brad Kennard topped Bob Ginder's Greeves in the battle for Expert honors, and David Brown dominated the Novice class. AHRMA's oldest dirt bikes, the pre-'65 Premier class, was an all-BSA affair, with Corky Root taking the Expert win and Chris Makynen going uncontested in Intermediate.

Years of ISDT and cross country experience were apparent in Jeff Smith's fluid, energy-conserving style as he bested the Over 50 Experts on his Can-Am 250, while Jim Cameron traveled from California to take Novice honors on his BSA.

### CLASSIC BIKE MAGAZINE DIRT TRACK SERIES, ROUND 11

Under the lights of the three-eighths-mile Honda Hills oval, John Plumb solidified his national points lead in three classes with wins in Sportsman 250, Sportsman 750 and Classic 500/750 at round 11 of the AHRMA/Classic Bike Magazine Dirt Track Series. The racer from Macedon, New York, already holds the number-one plate in the two pre-1975 Sportsman divisions.

The event attracted approximately 100 entries as part of an AHRMA vintage motocross/dirt track/GP weekend at the central Ohio facility.

Riding a Yamaha, Plumb was uncontested in Sportsman 250. The action was all behind him, as Montesa-mounted Scott Blower got past Larry Barnes and then Dave Scheffer to take second for the evening.

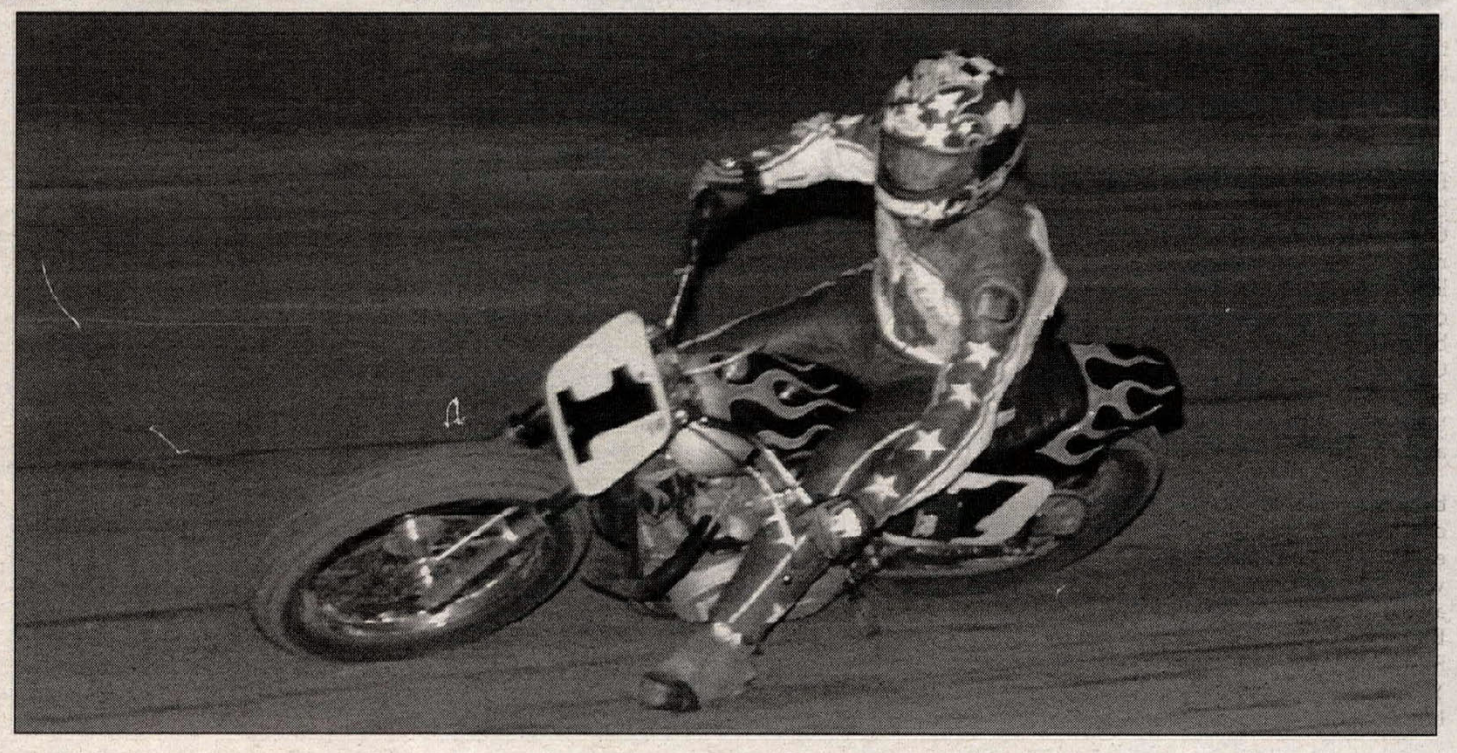
In the 750cc race, too, the Triumph-mounted Plumb made sure all the excitement was behind him. A racelong battle for second raged between Blower, on a Yamaha, and Dennis Williams, on a Triumph, with Williams eventually claiming the runner-up spot. The other race was for fourth, and this one went to Darrell Bryant over Nicholas Taylor, both on Yamaha twins.

The Classic 500/750cc final was interrupted three times by red flags. The first and longest stoppage occurred when Bond Way, coming onto the front straight out of turn four, high-sided so spectacularly that the ambulance crew decided to evacuate him by helicopter. Way's stay in a Columbus hospital lasted only a few hours, and he reportedly suffered no serious injuries.

When the race finally got running and stayed running, Plumb found himself chased vigorously by Craig Breckon, both riders on Triumph 500s. But Plumb's lead was never in any real danger. Breckon did get his win for the evening, aboard the same machine in the pre-1952 Dinosaur division.

In the other brakeless class, Classic 250, defending champion John Bova had his Bultaco dialed in for an unchallenged win. Again, the action took place behind the leader, this time in the form of a four-way scrap involving Ossa-mounted Lee Allison, Harley-Davidson pilot David Perkins, Ducati jockey Myron Clary and BSA rider Jim Ackley. Ackley pulled off with mechanical trouble, and the battle for second continued right to the flag between Perkins and Allison, with Allison earning the position by the slimmest of margins.

In the Sportsman 600cc final, Maico 450 rider Gig Hamilton took the lead, pursued by Doug Horner. Horner eventually got around Hamilton, but the Pennsylvanian kept himself glued to the



**(Above) John Plumb (1) triumphantly rides to the Sportsman 750 victory at round 11 of the ARHMA/Classic Bike Magazine Dirt Track Series, part of Honda Hills' Vintage extravaganza. Plumb also earned wins in the Classic 500/750 and Sportsman 250 classes.**
**(Below) Only one rider took three class wins at round 12 of the Speed & Sport National Vintage MX Series at Honda Hills: Mark Mackay (9F) finished first in the Intermediate divisions of the Sportsman 250, Over 30 and Over 40 classes.**

# past at Honda Hills

Yamaha's rear fender for the balance of the contest. James Way brought his Montesa home third, ahead of Kawasaki rider William Menges.

One of AHRMA's most competitive classes is the new '70s Singles, and the final began as a battle for the lead between Bryant, on a Yamaha, and Mike Gilkey, on a BSA B50. Near the halfway mark, Gilkey pushed his way into the lead and started opening a bit of a gap over Bryant. The two have also been battling for the points lead, and it was Gilkey who left Honda Hills with an eight-point margin. The contest for third tonight was won by Nicholas Taylor after scrapping with Brett Miller.

In the rider-age classes, Hamilton left behind the rest of the Over 50 Senior division, with Beno Rodi and his BSA earning second after some close racing with Mike Van Keuren, Blaine Hugney and Ackley. Jack Joyner stayed ahead of Bob Gerberich to collect the Over 60 Super Senior win, and Blower rode a Yamaha 750 to collect Over 35 Veteran honors, ahead of Barnes.

### SPEED & SPORT NATIONAL VINTAGE MX SERIES, ROUND 12

Four racers had what it took to record double class wins on a sweltering Midwest day at Honda Hills, but only Toledo's Mark Mackay was able to collect three wins aboard his 1974 Honda 250 Elsinore, in the Intermediate divisions of the Sportsman 250, Over 30 and Over 40 classes.

Double winners included Californian Dave Janiec, riding a 1956 Rickman AJS in Premier 500 Intermediate and a 1958 AJS 650 Twin in Premier Open Twins; local ace Thomas Englehart on a 1971 Honda SL125 in both Sportsman 125 and Classic 125 Intermediate; Quebec racer Steve Tucker, who piloted his BSA thumpers to Expert wins in Classic 250 and Classic 500; and David Dean, who brought his 1968 BSA 441 from Albuquerque, New Mexico, to win in the Classic 500 and Over 60 Novice classes.

More than 250 entries turned out to compete on the swooping, well-prepared central Ohio circuit.

Mackay's only sweep came in Sportsman 250, in which he led Honda rider Jeffrey Clark to the finish in moto one and Suzuki-mounted Mark Plumley to the checkers in the second moto. Clark's 2-4 finishes were good for second overall for the day, while Plumley put in 5-2 rides to take third.

In a hotly contested Over 30 Intermediate class, Mackay took the first moto by about a bike length over George Fanelli, also on a Honda 250, with Clark shadowing the two front-runners. Kevin Brown recorded a DNS in the first moto, but he moved up to the lead and stayed there in moto two. Mackay was up to second by the third of five laps, keeping ahead of a raging battle over third, which was won by Mike Sturdevant. Sturdevant's 4-3 finishes were good enough to earn him second for the day, behind Mackay, with Clark finishing third with 3-6 placings.

Clark's entry list was identical to Mackay's, and in the Over 40 Intermediate contest, the Holland, Ohio, rider finally beat Mackay in a moto. The latter was tied up in a tough race for second with Bultaco rider David Brodowski, Gary Graves on a Yamaha YZ250 and Sturdevant's Elsinore. Clark won easily, but it wasn't until the checkered flag that Mackay was assured of second. The second time out, Mackay got around Clark on lap two, and Sturdevant followed a lap later. Sturdevant made a valiant attempt to lessen Clark's substantial lead, getting to within five lengths at the finish. At trophy time, it was Mackay (2-1) over Clark (1-3) and Sturdevant (4-2).

The Over 30 Experts put on an excellent show. YZ250-mounted Scott Stanford, Honda rider George Fanelli (who upgraded himself during the course of the day from Intermediate to Expert), and Maico 400 rider James Greenleaf went at it in moto one, with Stanford taking a superclose win. Yamaha rider Tom Bellamy was fourth in the opening moto, but the second time out he was second to Stanford in another tough race. Greenleaf led at times, but he was third again - and third overall to Stanford and Bellamy - when the checkered flag waved.

Bellamy put together 3-2 finishes to take the Over 40 Expert win. CZ 250 rider Charles Emery won the first moto over Maico-mounted Bill Patton, but he missed the second race, which went to Mike Treadway. The Honda XL350 rider kept himself clear of a tight race between Bellamy and Yamaha 125 racer Tim Shephard. Surprisingly, Treadway's 6-1 was good enough to land him second overall, ahead of Shephard's 4-3.

There was good racing in the Novice classes, especially in Over 40, in which Mike Allen rode his Husqvarna 400 to the moto-one win over Honda-mounted Stephen Miller and CZ rider Ken Breeden. In the second moto, Allen had just moved past Miller to take the lead on lap two when he stalled and pulled off the course. Miller went on to take the moto and the overall ahead of Bultaco jockey Bill Hanks. **CN**

**Honda Hills**
**Linnville, Ohio**
**Results: August 28-29, 1999**

**Saturday Dirt Track (Round 11 of 18)**

**DINO:** 1. Craig Breckon (Tri); 2. Allen Rodi (Enf); 3. Richard Zrubek (H-D).

**CLSC 250:** 1. John Bova (Bul); 2. Lee Allison (Oss); 3. David Perkins (H-D); 4. Myron Clary (Duc); 5. Tom Baker (H-D).

**CLSC 500/750:** 1. John Plumb (Tri); 2. Craig Breckon (Tri); 3. Jim Oliver (Hon); 4. Art Bruehler (Tri); 5. Daniel Beher (BSA).

**SPTSMN 250:** 1. John Plumb (Yam); 2. Scott Blower (Mon); 3. Dave Scheffer (H-D); 4. Larry Barnes (Bul); 5. Mike Van Keuren (Yam).

**SPTSMN 600:** 1. Doug Horner (Yam); 2. Gig Hamilton (Mai); 3. James Way (Mon); 4. William Menges (Kaw); 5. Michael Weinman (Yam).

**SPTSMN 750:** 1. John Plumb (Tri); 2. Dennis Williams (Tri); 3. Scott Blower (Yam); 4. Darrell Bryant (Yam); 5. Nick Taylor (Yam).

**'70s SGL:** 1. Mike Gilkey (BSA); 2. Darrell Bryant (Hon); 3. Nick Taylor (Yam); 4. Brett Miller (Yam); 5. Ivan Carl (Yam).

**SR:** 1. Gig Hamilton (Mai); 2. Beno Rodi (BSA); 3. Mike Van Keuren (Yam); 4. Blaine Hugney (Mai); 5. Jim Ackley (Yam).

**S/SR:** 1. Jack Joyner (BSA); 2. Bob Gerberich (Hon); 3. Jim Kidman (Hon).

**VET:** 1. Scott Blower (Yam); 2. Larry Barnes (Bul); 3. William Menges (Kaw); 4. Charlie Spann (Yam); 5. Steve Benson (Mon).

Upcoming Rounds:
Round 12 - Castle Rock, Washington, September 4
Round 13 - Laronia, Georgia, September 10

Scott Stanford (247) chases down James Greenleaf (791) for the overall in the Over 30 Expert class.

**Saturday Motocross (Round 12 of 16)**

**PREM L/W EX:** 1. Paul Havir (BSA); 2. Brad Kennard (Duc).

**PREM L/W INT:** 1. Dan Beher (Duc); 2. Charles Schank (Mai); 3. Doug Shephard (Cot); 4. Joe Reindl (Mat); 5. Chris Makynen (BSA).

**PREM L/W NOV:** 1. Harry Higgins (BSA).

**PREM 500 EX:** 1. Brad Kennard (BSA); 2. Corky Root (BSA); 3. Beno Rodi (BSA).

**PREM 500 INT:** 1. Dave Janiec (Ric); 2. Ron Winget (BSA).

**PREM 500 NOV:** 1. Verne Phillips (Ric); 2. Harry Higgins (BSA).

**PREM TW EX:** 1. Beno Rodi (Nor).

**PREM TW INT:** 1. Dave Janiec (AJS); 2. Dan Beher (BSA).

**CLSC 125 EX:** 1. Tom Boyd (Hus).

**CLSC 125 INT:** 1. Thomas Englehart (Hon); 2. Robert Brown (Hon); 3. Stan Newton (Hus); 4. Marvin Marty (Hod); 5. Charles Schank (Mai).

**CLSC 125 NOV:** 1. Shawn Mayo (Hus); 2. Karsten Illg (Ric).

**CLSC 250 EX:** 1. Steve Tucker (BSA); 2. Paul Havir (BSA).

**CLSC 250 INT:** 1. Lee Allison (Oss); 2. Richard Anderson (Hus); 3. Don Baker (AJS); 4. Chris Makynnen (BSA).

**CLSC 250 NOV:** 1. John Gulliford (Oss); 2. David Brown (Hus); 3. Jim Cameron (BSA).

**CLSC 500 EX:** 1. Steve Tucker (BSA); 2. James Smith (BSA); 3. Claude McElvain (BSA); 4. Brad Kennard (BSA).

**CLSC 500 INT:** 1. Craig Campbell (Tri); 2. Dennis Brown (Gre).

**CLSC 500 NOV:** 1. David Dean (BSA); 2. Wayne Mount (BSA); 3. Matt Benson (Hus); 4. Duane Riddle (BSA).

**SPTSMN 125 EX:** 1. Dick Strenkowski (CA); 2. Mark Weaver (Suz); 3. Bill Nazelrod (Hon); 4. Stephen Clare (Hon); 5. Corey Willoughby (Hon).

**SPTSMN 125 INT:** 1. Thomas Englehart (Hon); 2. James Kostival (Hon); 3. Rob Miracle (Suz); 4. Tom Brunholtz (Suz); 5. Terry Schwark (Hon).

**SPTSMN 125 NOV:** 1. Karsten Illg (Ric); 2. John Hernandez (Hon); 3. Jeff Willoughby (Kaw); 4. Joe Ross (CA); 5. Brian Glendenning (Suz).

**SPTSMN 250 EX:** 1. George Fanelli (Hon); 2. Dick Strenkowski (C A); 3. Scott Stanford (Yam); 4. James Wry (Mon).

**SPTSMN 250 INT:** 1. Mark Mackay (Hon); 2. Jeffrey Clark (Hon); 3. Mark Plumley (Suz); 4. Larry Stahl (Hus); 5. Gary Graves (Yam).

**SPTSMN 250 NOV:** 1. Jim Wait (Hon); 2. Shawn Mayo (Hus); 3. Mike Allen (Hon); 4. Thomas Hart (Mai); 5. Stephen Miller (Hon).

**SPTSMN 500 EX:** 1. Mike Treadway (Hon); 2. Mike Scholl (Hus); 3. Bill Patton (Mai); 4. James Greenleaf (Mai); 5. Ray Weir (CZ).

**SPTSMN 500 INT:** 1. Chris Dixon (Mai); 2. Brent Bates (Mai); 3. Mike Terry (Hus); 4. Stan Newton (Hus); 5. Jay Wilson (Mai).

**SPTSMN 500 NOV:** 1. Brent Thomas (Suz); 2. Tim Hardin (Hus); 3. Thomas Fagan (Hus); 4. J.T. Southern (Mai); 5. John Lewis (Yam).

**SPTSMN TW EX:** 1. Bob Ginder (Ric).

**SPTSMN TW INT:** 1. David Kelly (Yam).

**WMN NOV:** 1. Carolyn Kautz (Hon); 2. Lorraine Strenkowski (Hod); 3. Tammy Ritzheimer Mount (Ric).

**30+ EX:** 1. Scott Stanford (Yam); 2. Tom Bellamy (Yam); 3. James Greenleaf (Mai); 4. George Fanelli (Hon); 5. Mike Scholl (Hus).

**30+ INT:** 1. Mark Mackay (Hon); 2. Mike Sturdevant (Hon); 3. Jeffrey Clark (Hon); 4. Jim Durst (Suz); 5. Mark Plumley (Suz).

**30+ NOV:** 1. Brent Thomas (Suz); 2. Mike Allen (Hus); 3. Tim Hardin (Hus); 4. Chris Christian (Mai); 5. Dave Katzmeyer (Hon).

**40+ EX:** 1. Tom Bellamy (Yam); 2. Mike Treadway (Hon); 3. Tim Shephard (Yam); 4. Bill Patton (Mai); 5. Bill Leake (Hon).

**40+ INT:** 1. Mark Mackay (Hon); 2. Jeffrey Clark (Hon); 3. Mike Sturdevant (Hon); 4. Jim McCulloch (Hon); 5. Gary Graves (Yam).

**40+ NOV:** 1. Stephen Miller (Hon); 2. Bill Hanks (Bul); 3. Fred Kling (CZ); 4. Dal Smilie (CA); 5. John Hernandez (Mai).

**50+ EX:** 1. Wade Summers (Hus); 2. Claude McElvain (BSA); 3. Ray Maley Jr. (Mai); 4. Jean Ramsay (Mai).

**50+ INT:** 1. Larry Brill (Hus); 2. Gig Hamilton (Mai); 3. Kim Armstrong (Mai); 4. Don Mathys (CZ); 5. Dan Beher (BSA).

**50+ NOV:** 1. Dal Smilie (CA); 2. John Gulliford (Oss); 3. Fred Kling (Mai); 4. Duane Riddle (BSA); 5. Kenneth Risden (Suz).

**60+ EX:** 1. Jeff Smith (CA); 2. Roy Maley Jr. (Mai); 3. Corky Root (Bul).

**60+ NOV:** 1. David Dean (BSA); 2. Wayne Mount (BSA); 3. Dick Poland (Bul); 4. Jim Cameron (BSA); 5. Harry Higgins (BSA).

Upcoming Rounds:
Round 13 - Park City, Utah, September 19
Round 14 - Peoria, Illinois, September 25

**Sunday GP (Round 5 of 10)**

**PREM EX:** 1. Corky Root (BSA); 2. Beno Rodi (BSA).

**PREM INT:** 1. Chris Makynen (BSA).

**CLSC EX:** 1. Brad Kennard (Oss); 2. Bob Ginder (Gre).

**CLSC INT:** 1. Marvin Marty (Hod); 2. Charles Schank (Mai); 3. Dennis Brown (Duc).

**CLSC NOV:** 1. David Brown (Gre); 2. Matt Benson (Hus).

**SPTSMN EX:** 1. Gary Poland (Bul); 2. Mike Scholl (Hus); 3. Andrew Hardin (Hus); 4. Ray Weir (CZ); 5. James Smith (CA).

**SPTSMN INT:** 1. William Menges (Yam); 2. George Nance; 3. Larry Stahl; 4. Charlie Spann (Bul); 5. Randy Halterman (Hon).

**SPTSMN NOV:** 1. Scott Dowler (Yam); 2. Ryan Davie (Mon); 3. Bill Hanks (Bul); 4. Tim Hardin (Hus); 5. Carolyn Kautz (Hon).

**50+ EX:** 1. Jeff Smith (CA); 2. Jean Ramsay (Mai); 3. Wade Summers (Hus).

**50+ NOV:** 1. Jim Cameron (BSA); 2. Rick Aguilar (Oss).

Upcoming Rounds:
Round 6 - San Bernardino, California, October 3
Round 7 - White City, Illinois, October 10

Steve Hengeveld (7) leads Jimmy Lewis (2), Dave Ondas (hidden) and Brent Farrell (11) at the very beginning of the 24 Hours of Glen Helen. The team of Jeff Willoh/ Dustin Evans/ Tod Sciacqua/ Bill Sauro (not shown) led the event for the first two hours, but flat tires caused them to lose their lead.

# Rock around

**By Beth & Bob LaRock**

SAN BERNARDINO, CA, SEPT 11-12

"I like doing endurance races just for the sense of accomplishment, because it is hard. Keeping yourself and the machine in one piece is challenging," said Johnny Campbell, member of the Open Pro winning team at the IMS Pro Series Inaugural 24 Hours of Glen Helen Raceway Competition.

Campbell's team, consisting of Torsten Bostrom, Drey Dircks and Jimmy Lewis, rode a nearly flawless race on the 10-mile track, which consisted of rocky, dusty sand washes, gnarly ridgebacks and a section of motocross track. In all, the team completed 850 miles of riding during the 24-hour event.

Campbell's American Honda/Dunlop/FMF/K&N-sponsored team completed the event on an XR600, a bike that Campbell says is, "so easy and mellow in power in comparison to the two-strokes. Even though it is a heavy bike, it doesn't take as much energy to ride because of its power characteristics."

The second-place Pro team, Team Green's Dave Ondas, Rich Barker, Chris Barker and Shane Esposito, also ran a consistent race on their KX500. The C and M Foods/DH1/ProCircuit/ Michael's Designs-sponsored Ondas team finished the race just two laps behind the winners.

A team that had never competed together in an endurance event claimed third place. Arenacross Pro Jeff Willoh led the team of motocross racers consisting of Dustin Evans, Tod Sciacqua and Bill Sauro to the finish on a Honda CR250. Prior to the start, Willoh said, "I will probably never get the chance to ride in a 24-hour race again, so I decided to give it a try and have a good time."

Finishing fourth, the IMS-sponsored team of Steve Hengeveld, Mike Healey, Jason Kawell and Oakley Lehman completed the event on a Kawasaki KX250.

Fifth in the Pro class was captured by the Yamaha YZ400F-mounted team of Brent Farrell, Erik Wolfe, Phil Holcomb and Chuck McBurney. Farrell offered, "All four of us have ridden a number of SCORE races and other night events. We may not be the fastest, but we should be really consistent."

The Honda/Night Sun/Oneal/Thor-backed Willoh team held the lead for the first two hours of the race, which started at noon on Saturday. In the third hour, a series of flat tires resulted in time in the pits, dropping them back to third.

Hengeveld's team then took the lead and held it for three hours until mechanical problems, including needing to replace the carburetor, brought them to a stop. They fell behind to fourth.

The consistent Campbell team cruised into the lead at 5 p.m.

"Once night comes, it will be a whole new race," said Campbell. "All of us are

real good night riders. We're following our plan to keep it steady, not break the bike and keep it on two wheels."

The Ondas team, in second, was three to four minutes behind Campbell's team until 9 p.m. when they fell behind one lap. During the rest of the evening, the team regained the lap and then fell behind two laps.

The Willoh team stayed in third, completing the last two hours of night racing without a front headlight. A helmet light provided their only night vision.

During the night, most teams visited the Baja Designs truck in the pits for assistance with lights.

When the sun finally came up Sunday morning, many of the racers appeared relieved and re-energized. Campbell was pleased with the way his team had performed, adding, "We got the lead we expected to get overnight. Everything has gone as planned. All of the teams have done a great job."

Second place Ondas smiled and said, "I sure feel better since the sun came up. We're hanging on to second and the bike is running great. We still have six hours, let's see what happens."

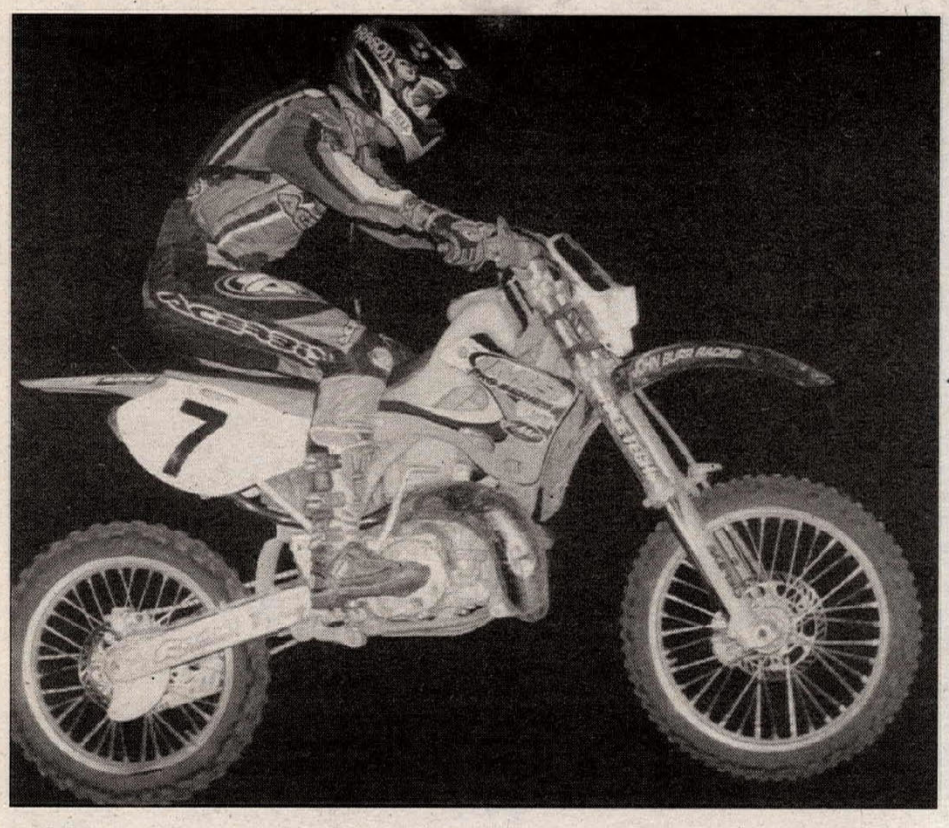
Willoh exclaimed, "I feel like a new man. I'm ready to go again!" During the morning hours, a refreshed Willoh pulled some of the fastest lap times of the event, several under 15 and a half minutes. But it was not enough to close the three-lap lead the Ondas team had developed.

Campbell's team finished the event after 85 laps, followed by the Ondas team with 83 laps, Willoh's with 80,

**(Left) The American Honda team of Johnny Campbell/ Drey Dircks/ Jimmy Lewis/ Torsten Bostrom (shown) rode consistently for the first half of the event, taking over the lead at night. The XR600-mounted team held together trouble-free and came away with the overall win. (Above) Desert racer Dave Ondas helped lead Shane Esposito, Rich Barker and Chris Barker to third overall. (Right) Willoh hands over his team's CR250 to Sauro as Sciacqua poors water on the front brake to cool it off at a pit stop. Overheating brakes were the least of the team's problems. They spent most of the night portion of the race equipped only with helmet lights.**

# the clock

# 24 Hours of Glen Helen Raceway



(Left) They had light problems, they had reed problems and they had carburetor problems, but the team of Oakley Lehman (shown), Mike Healey, Steve Hengeveld and Jason Kawell forged on to finish fourth overall on their Team Green/ IMS-backed KX250.
(Above) Erik Wolfe (shown) rips the YZ400 of Brent Farrell, Phil Holcomb, Chuck McBurney around the motocross portion of the 10-mile circuit. After 24 hours of racing the team finished sixth overall, fifth in the Pro class.
(Below) The Mike Bierman/ Eric Bierman/ Bryce Oxley/ Jesse Costa/ Mike Seeley/ John Whitaker team competed on an XR100 and finished first in the 0-200cc Expert class. The team struggled at times but still completed 520 miles of racing.

Hengeveld's at 79 and Farrell's team with 77.

The event promoters were pleased that every team that started the race, both Pro and amateur, finished the race.

Taking first overall in the amateur class and first in the 125cc-250cc Expert class was the IMS team of Nick Barlow, Dennis Gallagher, Joey Lanza, Gordon Keller and Rhett Higgins on a Kawasaki KX250. Higgins laughed and said, "I'm the old guy on the team, the 40 year old. The rest of the team is kids. It's my bike, so they let me ride a lap or two."

Also in the battle for the amateur overall title was the Husaberg U.S.A. team of Chuck Sun, Jeff Sheets, Richard Wilk, Fred Hatch, Rick O'Donnell and Craig Conaway.

"We're getting ready for Vegas to Reno, so it's a good opportunity to get used to the Husaberg," said Sun. "The suspension was done by Dicks Racing, which is a lot different from motocross. I'm used to stiff motocross suspension, but you've got to have light stuff for the desert. It's a kick."

The team claimed second overall in amateur competition.

A new convert to night racing, O'Donnell, came into the pits exclaiming, "I'm having a blast! This was my first time racing at night and it was great. I rode better at night than I rode this morning. You can't see the cliffs, so it's not as intimidating."

If there had been an award for dedication, it would have gone to the SRA/White Brothers Bierman Racing team, completing the race on a Honda XR100. The team of Mike and Eric Bierman, Bryce Oxley, Jesse Costa, Mike Seeley and John Whitaker coaxed, paddled and sometimes pushed their bike for 520 miles to the finish.

Eric Bierman explained that the team was, "trying to do the turtle beating the hare thing." He added, "the hills are challenging. We've been practicing running up hills in our motorcycle gear to prepare for this. We have sprinters' calves."

Mike Bierman had another strategy for the hills. "They warned me that there were some pretty high hills and I said, 'No hill's going to stop me.' So, I decided that I was going to show them that I could make it up that hill. I tried three times, and I couldn't make it up. So I got a shovel and dug a trench up the side of the hill and I made it. This morning when I got to the same hill, I had to paddle up it."

Eight o'clock Sunday morning, a still enthusiastic Mike Bierman said, "We've decided we're going to finish the race, even if we have to carry the bike around the track."

White Brothers-sponsored thirteen-year-old Gregory Jones, son of world champion Gary Jones, competed on the overall youngest team to enter the race. Jones, along with Matt Jenson (15), Justin Smith (16), Roland Rodriquez (17), Jeff Bueno (20) and John Moncada (29), rode a bike on loan from Husqvarna to the finish line, and the 0-200 Sport class win.

On the opposite side of the spectrum, the Over 40 Expert team of A.C. Bakken, Dennis Boulware, Allan Brown, Mark Hall, Gary Jones and Ron Lawson won their class and came in fourth overall in the Amateur class. Jones explained, "Basically you want to ride as hard as you can without tearing up your bike or crashing. It's a fun race because everybody isn't trying to knock you down; you don't want to risk crashing because you want to save your bike."

At the finish line, Boulware said, "By this time next year, we will have forgotten how tough this was and we'll just have to do it again."

The Las Vegas-based, Fast Line Racing/Motorcycle Central-sponsored team of Brett Marshall, David Fry, Jess Hague, Mark Morris, Jason Partridge and Tony Thurlow procured the win in the Four-stroke expert class.

"I was surfing the net and found the Glen Helen Web site when I was looking for something to fill the weekend," said Marshall. "This is the most incredible event we've participated in. The whole thing has been really well-organized."

The IMS/Bridgestone/Extreme-sponsored team of Earl Fraser, Howard Sukenik, Carl Fischer, Johnny and Todd Alexander and Kyle Krause claimed first in the Four-stroke Sport class. They were followed by the Honda of Redlands/ XR's Only team of Matt Breyer, Corey Henry, Gary Heroneme, Kris Keefer, Steve Worley and Jason Jellerson.

The Hospitality Dental team of Tres Hoffer, Vincent Poblano, Alan MacDonald, Jeremy and Chad Tucker and Michael Chrispens experienced night riding for the first time riding in the Four-Stroke Sport class. Chad Tucker admitted, "We have one bike in impound that has pretty much fallen apart. Bolts missing and a couple flat tires. But we're having a great time."

Taking first in the Four-stroke Expert class was the team of Ray Conway, Robert Gurga, Steve Howe, Dave Chase, Chris Blais and Jeremy Hoerning. Gurga, of the American Honda team, said, "We're just a bunch of friends, usually competing against one another in Grand Pris. We did the six-hour race here, so we decided the 24-hour should be four times as fun."

Family and friends comprised the winning 201-250cc Sport team of Steve Jennings and Cliff Jennings, Steve Blakely, Brendan and William Lutes and Stephen Read.

"We just came out here to see if we could finish," said Lutes. "We're having a lot of fun."

When asked why the Four-stroke team of Scott Davis, David Kovacs, Bill and Billy Ramsey, Randy Rogers and Gary Taylor decided to enter a 24-hour event, Taylor laughed and said, "We had a sponsored bike." According to Rogers, the Motorcycle Accessory Shop sponsored team was made up of night-racing virgins. CN

**Glen Helen Raceway Park**
**San Bernardino, California**
**Results: September 11-12, 1999**

**OPEN PRO:** 1. Johnny Campbell/Torsten Bostrom/Jimmy Lewis/Drey Dircks (Hon); 2. Dave Ondas/Rich Barker/Chris Barker/Shane Esposito (Kaw); 3. Jeff Willoh/Dustin Evans/Tod Sciacqua/Bill Sauro (Hon); 4. Steve Hengeveld/Mike Healey/Jason Kawell/Oakley Lehman (Kaw); 5. Brent Farrell/Erik Wolfe/Phil Holcomb/Chuck McBurney (Yam).

**0-200 SPT:** 1. Jeff Bueno/Matt Jenson/Gregory Jones/John Moncada/Roland Rodriquez/Justin Smith (Hus).

**0-200 EX:** 1. Mike Bierman/Eric Bierman/Bryce Oxley/Jesse Costa/Mike Seeley/John Whitaker (Hon).

**125-250 EX:** 1. Nick Barlow/Dennis Gallagher/Joey Lanza/Rhett Higgins/Gordon Keller (Kaw).

**201-250 SPT:** 1.Steve Jennings/Cliff Jennings/Steve Blakely/Brendan Lutes/William Lutes/Stephen Read (Hon).

**OPEN EX:** 1. Chuck Sun/Jeff Sheets/Richard Wilk/Fred Hatch/Rick O'Donnell/Craig Conaway (Hus).

**4-STRK SPT:** 1. Earl Fraser/Howard Sukenik/Carl Fischer/Johnny Alexander/Todd Alexander/Kyle Krause (Yam); 2. Matt Breyer/Corey Henry/Gary Heroneme/Kris Keefer/Steve Worley/Jason Jellerson (Hon); 3. Vincent Poblano/Alan MacDonald/Jeremy Tucker/Chad Tucker/Michael Chrispens/Tres Hoffer (Yam); 4. Scott Davis/David Kovacs/Bill Ramsey/Billy Ramsey/Randy Rogers/Gary Taylor (Hon).

**4-STRK EX:** 1. David Fry/Jess Hague/Brett Marshall/Mark Morris/Jason Partridge/Tony Thurlow (Hon); 2. Ray Conway/Robert Gurga/Steve Howe/Dave Chase/Chris Blais/Jeremy Hoerning (Hon).

**40+ EX:** 1. A.C. Bakken/Dennis Boulware/Allan Brown/Mark Hall/Gary Jones/Ron Lawson (KTM).

# Results

**Road Race**
**WMRRA**
**Round 5**
**Seattle International Raceway**
**Seattle, WA**
**August 14**
**By Lisa Conzatti**

| | |
|---|---|
| **125 GP** | |
| Nobi Iso | Apr |
| Kevin Sheafer | Hon |
| Bruce Lind | Hon |
| Chris Franks | Hon |
| Steven Cobb | Hon |
| **OPEN SGL** | |
| Nobi Iso | Apr |
| Kevin Sheafer | Hon |
| Richard Matthews | Hon |
| Danielle Saxman | Apr |
| Bruce Lind | Hon |
| **250 GP** | |
| Bruce Lind | Hon |
| Kory Gill | Yam |
| Craig Harry | Yam |
| Steve Sauerbrey | Yam |
| Patrick Dowd | Yam |
| **450 S/SPT** | |
| Randy Grein | Suz |
| Kurt Husted | Yam |
| Phil Sharpe | Suz |
| Ralph Redding | Suz |
| **450 S/BK** | |
| Alan Schwen | Suz |
| Peter Nielson | Suz |
| David Moss | Yam |
| Kurt Husted | Yam |
| Michael Galassi | Suz |
| **OPEN VINT** | |
| Duncan Craick | Nor |
| Leslie Cook | Nor |
| **BEARS** | |
| Barry Wressell | Tri |
| Leif Ormseth | Duc |
| Mark McGuire | Duc |
| Marty Capadona | Duc |
| Robert Flagg | Duc |
| **F-THNDR** | |
| Brett Fladseth | Tri |
| Ken Botharn | Hon |
| Charles Burnett | Hon |
| Peter Nielson | Suz |
| Leif Ormseth | Duc |
| **L/W CLSC S/BK** | |
| Thomas Wicken | Yam |
| Bobby Hawbaker | Yam |
| Thomas Deem | Yam |
| Phil Sharpe | Suz |
| John Johnson | Yam |
| **L/W EARLY GP** | |
| Wayne Chan | Yam |
| Bill Sparks | Yam |
| Bob Martin | Hon |
| Fletcher Dell | Hon |
| Jim Niebuhr | Hon |
| **600 TFS** | |
| Jace Bottenberg | Hon |
| Erik Krieg | Hon |
| Roy Reddick | Hon |
| Kev Burgess | Yam |
| Rob Burns | Kaw |
| **600 S/SPT** | |
| Mike Sullivan | Kaw |
| David Cook | Yam |
| Rob Carpenter | Yam |
| Wayde Tatlow | Kaw |
| Rick Perreault | Kaw |
| **600 S/BK** | |
| David Cook | Yam |
| Mike Sullivan | Kaw |
| Rob Carpenter | Yam |
| John Dugan | Yam |
| Matt Zurbuchen | Suz |
| **F-2** | |
| Rob Carpenter | Yam |
| Bruce Lind | Hon |
| Kory Gill | Yam |
| Peter Krogh | Kaw |
| Jace Bottenberg | Hon |
| **650 GP TW** | |
| Ken Botham | Hon |
| Alan Schwen | Suz |
| Peter Nielson | Suz |
| Leif Ormseth | Duc |
| Marty Capadona | Duc |
| **650 PROD TW** | |
| Oliver Jervis | |
| Ted Hawkins | Suz |
| Brad Hone | Hon |
| Mike Zitka | Suz |
| Nan Darbous | Suz |
| **750 S/SPT** | |
| Chris Townsend | Suz |
| John Dugan | Suz |
| Greg Bouwens | Suz |
| Derek Damon | Suz |
| Alan Thain | Suz |
| **750 S/BK** | |
| Chris Townsend | Yam |
| Derek Damon | Suz |
| Greg Bouwens | Suz |
| Clint Rock | Suz |
| John Dugan | Suz |
| **OPEN GP TW** | |
| Alan Thain | Suz |
| Cliff Garrett | Duc |
| Tom Orella | Duc |
| Briggs Willoughby | Hon |
| Scott Casey | Suz |
| **OPEN S/SPT** | |
| David Cook | Yam |
| Derek Damon | Suz |
| Simon Field | Hon |
| Sam Solomon | Yam |
| Greg Bouwens | Suz |
| **F-ULTRA** | |
| Mike Sullivan | Kaw |
| Karl Sehenk | Yam |
| Chris Townsend | Kaw |
| David Cook | Yam |
| Sam Solomon | Yam |

**Motocross**
**Vilage Creek MX Park**
**Fort Worth, TX**
**September 4**
**By Renee MacNeill**

| | |
|---|---|
| **51 STK SHAFT** | |
| Chris Wolfe | Yam |
| Kayleb Goetz | Yam |
| Justin Krantz | Yam |
| Kyle McAdams | Yam |
| **51 (4-6)** | |
| Jacob Blomfield | KTM |
| Justin Parker | Cob |
| David Bryant Jr. | Cob |
| Jacob Walters | Suz |
| Bradley Pipkin | Lem |
| **51 (7-8)** | |
| Justin Flores | KTM |
| Cameron Vrzak | KTM |
| Cole Garcia | Cob |
| Trey Stevens | KTM |
| Garrett Sarasin | Hus |
| **51 OPEN** | |
| Justin Flores | KTM |
| Cameron Vrzak | KTM |
| **65 (7-9)** | |
| Taylor Neubauer | KTM |
| Garrett Garcia | Kaw |
| Kevin Huckaby | Kaw |
| **65 (10-11)** | |
| Brandon Pipkin | Kaw |
| Chris Hammonds | KTM |
| Cody Ford | Kaw |
| Michael Krantz | KTM |
| **85 BEG (7-16)** | |
| Gary Shelton | Yam |
| Russell Altman | Yam |
| Aaron Garner | Yam |
| Charles Borchardt | Suz |
| Justin Malcolm | Kaw |
| **85 JR (7-11)** | |
| Logan Melton | Yam |
| Taylor Neubauer | Hon |
| **85 SR (12-16)** | |
| James Pino | Hon |
| Bradley Young | Suz |
| Colin Pugh | Yam |
| Joey Roy | Yam |
| Ryan Montgomery | Hon |
| **85 OPEN (7-16)** | |
| James Pino | Hon |
| Bradley Young | Suz |
| Aaron Garner | Yam |
| Adam Presley | Hon |
| Ryan Montgomery | Hon |
| **125 BEG** | |
| Tommy Douglas | Suz |
| Jeremy Travis | Yam |
| Mat Cerutti | Kaw |
| Corey Boothe | Suz |
| Cole Barham | Hon |
| **125 NOV** | |
| Josh Chandler | Yam |
| Grant Pugh | Yam |
| Justin Huckaby | Suz |
| **125 OPEN** | |
| Josh Chandler | Yam |
| Grant Pugh | Yam |
| **250 BEG** | |
| Brandon Battson | Hon |
| Brian Keith | Hon |
| Derrick Kanyult | Kaw |
| Cameron Paterson | Kaw |
| Chet Nix | Yam |
| **250 NOV** | |
| Cody Rheinlander | Yam |
| Wayne Huckaby | Kaw |
| Cody Harris | Yam |
| Jim Vandiver | Kaw |
| Ben Garrison | Yam |
| **250 OPEN** | |
| Cody Rheinlander | Yam |
| Cody Harris | Yam |
| Eric Hobbs | Yam |
| Shannon Butler | Yam |
| Michael Hicks | KTM |
| **25+** | |
| Randy Skinner | Hon |
| Mark Vrzak | Yam |
| David Fletcher | Yam |
| Trent Brown | Hon |
| Bryan Nickelson | Kaw |
| **30+ NOV** | |
| Scott Clark | Yam |
| Louis Pacanina | Hon |
| Steve Rodgers | Kaw |
| Jason Hudson | Hon |
| Rhet Box | Kaw |
| **38+** | |
| C.J. Mullins | Hon |
| Bart Walstrom | Hon |
| Geronimo Gierisch | Kaw |
| John Rusnok | Kaw |
| Ron Nickelson | Hon |
| **COMB INT** | |
| Brett Harlow | Hon |
| **PRO** | |
| Brian Walker | Yam |
| Jeff Ohmes | Yam |
| Allen Rushing | Suz |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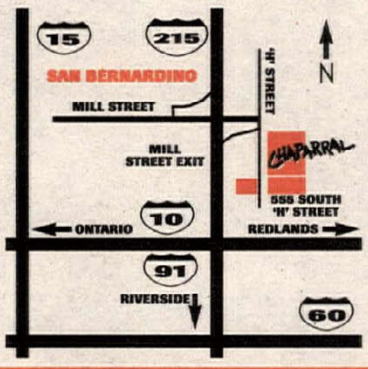


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# Rounds 19 & 20: Dolomite Alps

FIM WORLD CHAMPIONSHIP OBSERVED TRIALS SERIES

**By Mario Candellone**

LAVARONE, ITALY, SEP. 11-12

It's finally over. A World Trials season which was little more than a death march for any rider but Dougie Lampkin is finally, mercifully, in the record books. Coming into the final round, the Brit had topped 16 of 18 rounds, and while he simply added two more victories to his list in Italy, at least the competition knew there was no more to come - at least not until 2000.

And while a double for Lampkin was a familiar scenario, at least the series ended on a positive note, with a large spectator turnout, two sunny days, wonderful landscape and top-notch organization - the tradition for this event. Predictably, home riders like Diego Bosis drew the most applause. The venue was Lavarone, a small mountain village famous for winter sports, situated in the northeast of Italy.

### ROUND 19

Saturday's first loop saw a confident Bosis, who collected applause everywhere. Part of his strong form was due to the fact that as an early rider, the sections were relatively clean. Later riders had to deal with more mud. At any rate, he dropped only seven points the first time around - second only to Takahisa Fujinami's five. Lampkin, meanwhile, tied Bosis, Albert Cabastany and Cobos with seven, thanks in large part to his fiving section 10.

As usual, the second lap was run very quickly. Bruno Camozzi was one of the first to complete the loop, and he had the lowest score of the day at four. As the other top riders came in, everyone had higher scores, until only Lampkin remained. Of course the Englishman did it, finishing the whole lap with but a single penalty, which he picked up in section 12. Camozzi was the runner-up, with Fujinami on the third step of the podium.

Dougie Lampkin has plenty to smile about, but his competition is close to tears at season's end. The Brit won 18 of 20 rounds, and his rivals are wondering if a way exists to beat him.

### ROUND 20

Sections eight, 11 and 13 were changed on day two, making them more difficult, but the scores were more or less the same. Bilbao, angry with his performance of the previous day, started bumping himself forward and facing the sections before other riders. This turned out to be a good strategy, as he carded but eight points in the first loop. Only Lampkin was able to better him, with two points less. In third place were Graham Jarvis and Fujinami with 10.

Jarvis had a superlative performance in the second go-around, posting the best score of the day: two points. But as usual, it wasn't enough; although Lampkin notched a five, his overall score for the day was one dab lower. In third was Spaniard Albert Cabestany. Fujinami suffered a crash in section 14 and a couple fives, dropping him to 11th. Italian Bosis was not able to repeat his superb first day, finishing 10th and retiring from the World Championship Series (after more than 160 rounds contested!). CN

# Stop the Fujin

(Left) Though he didn't win a single round all season, Takahisa Fujinami of Japan managed a runner-up finish in the points standings. "Fujigas" was third on Saturday. (Right) Great Britain's Graham Jarvis turned in a very strong runner-up ride on Sunday, and sewed up fourth place on the season.

**Dolomite Alps**
**Lavarone, Italy**
**Results: September 11-12, 1999 (After 20 of 20 rounds)**

**SATURDAY:** 1. Dougie Lampkin (Bet); 2. Bruno Camozzi (GG); 3. Takahisa Fujinami (Hon); 4. Diego Bosis (Mon); 5. Marc Colomer (Mon); 6. Albert Cabastany (GG); 7. Kenichi Kuroyama (Bet); 8. Graham Jarvis (S-B); 9. David Cobos (S-B); 10. Jordi Pascuet (Mon).

**SUNDAY:** 1. Dougie Lampkin (Bet); 2. Graham Jarvis (S-B); 3. Albert Cabestany (GG); 4. Amos Bilbao (Mon); 5. Marc Colomer (Mon); 6. Bruno Camozzi (GG); 7. Marcel Justribo (Mon); 8. Steve Colley (GG); 9. Taichi Tanaka (Bet); 10. Diego Bosis (Mon).

**FIM WORLD CHAMPIONSHIP TRIALS SERIES FINAL POINT STANDINGS:** 1. Dougie Lampkin (392/18 wins); 2. Takahisa Fujinami (277); 3. Marc Colomer (243/1); 4. Graham Jarvis (219); 5. Steve Colley (214/1); 6. (TIE) Marcel Justribo/ Amos Bilbao (169); 8. Albert Cabestany (168); 9. Bruno Camozzi (164); 10. Marc Freixa (124).

## Briefly...

The FIM used this final round as a chance to celebrate the **25th year** of the World Trials Championship. On hand was FIM President Francesco Zerbi, along with former champions Martin Lampkin, Yrio Vesterinen, Giles Burgat, Thierry Michaud, Jordi Tarres, Marc Colomer, and of course Dougie Lampkin.

A curious note: In the second loop, the 14th section was thrown out when an **old bomb** was found, probably there since World War II. It was quickly removed, but officials wanted to search the surrounding area for more artillery.

As expected, some manufacturers unveiled their **2000 models** at the Italian round. The blue Bultaco 290cc model had already been seen at the previous round, but the 125cc and 250cc bikes were displayed here in Italy. Beta showed off its new bike with linkageless rear suspension, and Honda-Montesa showed off its new trials ride as well. Gas Gas preferred to wait the Milan show, while Scorpa-Yamaha, which expects to begin production in November, showed some drawings.

What with all the new models and former champs, the pits had a festive, busy atmosphere, and most agreed it was the **best pit area** of the year. The 15 sections (divided into three areas) were also popular, with about 15,000 fans on hand. One nice touch for the journalists was the availability of Beta scooters for transportation.

While the conditions were arguably a bit easier than normal, it was made up for by **severe observers**. Many riders claimed that all season long, they did not encounter the application of the "new rules," while the rule book was strictly followed in Italy. For example, the rule about hopping after a short stop, or when the bike is moving back a bit, was never enforced before.

# P&W TAKE CHARGE

Paul Pinsonnault (far left) not only won for the second time this year at Bushkill, but also took over the 540cc points lead. Looking like a factory Honda MXer, CBR-mounted David Watson (left) topped the 800cc ranks.

**By David and Lora Patton**

FREEMANSBURG, PA, SEP. 12

Honda riders Paul Pinsonnault and David Watson not only hammered the 540cc and 800cc classes, respectively, at the Bushkill Valley National Hillclimb, but also advanced in the points chase. Pinsonnault lept into the points lead for the first time this year, capitalizing on the mechanical woes of former leader Bobby Templeton, and Watson advanced past two ridetraction after midweek rains. Hamilton dropped the hammer and the bike stood straight up, launching so hard that it threw him off and looped out in the air. The bike landed on the legs of Hamilton, who was beat up but not injured; his points lead, however, was in jeopardy. "Man that thing came out hard," said Hamilton. "As soon as the clutch was out all I saw was sky and then my bike came after me."

"P-squared" had won round three of the series at Freemansburg, and had been looking forward to this hillclimb for weeks, explaining, "This hill is long, and my bike runs really well on top end." Pinsonnault's nitro-burning Honda was really pulling all the way to the top when he passed the timing lights in 9.422 seconds; he was the fastest in the round, though Wilkins had a fast ride going until he had to back off to avoid looping out.

With the season on the line, Hamilton couldn't go all out in round two, but he still rode hard, keeping the Triumph on line and close to the ground over the three jumps for a 9.537-second ride. His fourth-place finish wasn't enough for him to retain the points lead he had owned since the series opener: "I rode a little too conservatively, but I had to get a ride in. I'm never happy with second but fourth is good enough for the way this day went."

Chad Disbennett ran a 9.753 on his first run, and he set aside his concerns over his father Doyle's injuries to nearly catch Pinsonnault with a 9.470-second effort (good for an eventual third).

"I was focused on what I had to do," he said. "John had a ride through, so I just wanted to win the hillclimb. When I heard my time wasn't fast enough, I rushed back down the hill to take my dad to the hospital."

Wilkins pulled in as the last challenger in the 540cc class. Pinsonnault was in his riding gear as Wilkins left the line on his two-stroke Rotax twin, which never backed off all the way up.

Wilkins managed to keep the front down through the lights, and the huge crowd went nuts when his 9.211 flashed on the board.

"That ride I was really on the throttle, but I got out of the groove a little and I couldn't get it back on line," he said.

Pinsonnault was faced with the same situation as he had been at the previous Freemansburg round, having led most of the day only to have Hamilton outrun him. He was hoping for a repeat comeback ride, and his perfect start increased his chances. Clearing the third jump and blasting through the timers, he had the day's fastest time - an unbelievable 8.279.

"I knew the hill conditions today would really suit my setup," said Pinsonnault. "The hill was smoother for the second ride."

Wilkins settled for second, saying, "(Pinsonnault) is the best at this hill."

Russ Van der Veen had problems on his first 800cc run, as the big bikes also had traction problems. Lou Gerencer had to shut off early because his bike nearly flipped off the line. Then he got too much air over the jumps, leaving him with a 9.691. Glen Petty Jr. entered the day tied for second in the points, but he got bounced out of the groove and went out of control, crashing hard and injuring his wrist.

Watson surged into the lead with a controlled, smooth 9.326, but the Kleeburg Sheet Metal-backed Honda rider wasn't out of the woods yet. Large has captured two straight National Championships with clutch-situation rides; here, he was seven points out of first with five races to go, and he needed a big ride.

"Jammer" pegged the Harley XR750 off the line and timed the jumps perfectly, but halfway up his bike went a little flat on top end because the injection wasn't adjusted perfectly. He still clocked a 8.862. Points leader Bobby Templeton came up after Large, but his bike died on the line and he had to scratch on his first attempt.

Lou Gerencer hooked up off the line and had to back off to snap the front end down: "It hooked up right from the start, and I had to get off the throttle. After that I knew I had to keep it wide open."

Mac's Cycle Supply/A & P Machine-backed Watson loves the Bushkill hill. He kept the beast on a tight leash out of the hole, and then he unleashed his version of the Orient Express. Watson kept it on line and he jumped so far over the final jump that he nearly tripped the lights while still airborne. His 8.414 moved him into the lead.

"I took it a little easy off the line and it helped me go a lot faster," he explained. "I've been looking forward to this hill."

"Jammer" once again nailed the launch and hit his line on his run. He had the day's quickest pass up to the second jump, but then his bike flattened out again on the top third of the hill. Still, his 8.562 was strong enough for second.

"We have a jetting problem," he said afterward. "I got to the second jump and thought it was going to go, then I heard it drop down a little. We've been up and down all year but today's been pretty good." CN

**Bushkill Valley**
**Freemansburg, Pennsylvania**
**Results: September 12, 1999**

**540:** 1. Paul Pinsonnault (Hon); 2. Ted Wilkins (Rotax); 3. Chad Disbennett (Tri); 4. John Hamilton Jr. (Tri); 5. Scott McNeely (Hon); 6. Phil Libhart (Tri); 7. Rich Scheuerman (Hon); 8. Chris VanHyning (Hon); 9. Tim Freidhoff (Hon); 10. Mike Templeton (Yam); 11. Charlie Roberts (Kaw); 12. Jeff Brown (Hon); 13. Mike Livingston (Hon); 14. Paul Garrety (Kaw); 15. Aaron Brown (Hon).
**800:** 1. David Watson (Hon); 2. James Large (H-D); 3. Lou Gerencer (H-D); 4. Tim Frazier (H-D); 5. Greg Williams (Hon); 6. Bob Castledine (H-D); 7. Jeff Thomas (Yam); 8. Russ VanderVeen (H-D); 9. Harry Denham (H-D); 10. Glen Petty Jr. (H-D); 11. Rodney Williams (Tri); 12. Robert Shreiner (Kaw); 13. Mike DeBusk (Kaw); 14. Rodney Smith (Yam); 15. Mark Swem (BSA).
**AMA 540cc NATIONAL CHAMPIONSHIP HILLCLIMB SERIES POINT STANDINGS (After 9 of 13 rounds):** 1. Paul Pinsonnault (104/2 wins); 2. John Hamilton Jr. (102/2); 3. Ted Wilkins (99/1); 4. Phil Libhart (96); 5. Chad Disbennett (83/2); 6. Tim Freidhoff (70); 7. Chris VanHyning (58); 8. Aaron Brown (55); 9. Scott McNeely (54/1); 10. Mike Livingston (53); 11. Toby Thompson (52/1); 12. Richie Scheuerman (51); 13. Charlie Roberts (40); 14. Roger McNeely (39); 15. Mike Templeton (31); 16. Jack Macauley (25); 17. Chris Brown (16); 18. Jeff Brown (13); 19. Alan Hoskins (11); 20. Brian Bowlby (10).
**AMA 800cc NATIONAL CHAMPIONSHIP HILLCLIMB SERIES POINT STANDINGS (After 9 of 13 rounds):** 1. James Large (103); 2. David Watson (99/2); 3. Bobby Templeton (96/3); 4. Glen Petty Jr. (95/1); 5. Tim Frazier (89/1); 6. Lou Gerencer (81/2); 7. Greg Williams (56); 8. Harry Denham (52); 9. (TIE) Jeff Thomas/Russ VanderVeen (42); 11. Mike DeBusk (40); 12. Willie Price (35); 13. (TIE) Bob Castledine/Bob Shreiner (34); 15. Steve Dresser (33); 16. Mark Swem (32); 17. Rodney Williams (30); 18. Terry Thompson (29); 19. Brandon Kreeger (21); 20. Rodney Smith (14).

## Briefly...

Glen Petty finished 10th in the 800cc ranks despite riding with a **broken wrist**.

Greg Williams has had bike problems since round four, and it was obvious he hadn't found the problem as his four-cylinder Honda missed all the way up the hill. Williams **rode the wheels off** it, though, to take fifth with a 9.082.

One hundred feet off the line, Bobby Templeton's **bike suddenly stopped**, the motor silent because of an electrical problem. "We had a great year going, then this happens," he lamented. "I had a good launch, was right where I wanted to be; then something got in the points and shut it down. Now we have to win the last four to have a chance. It's not over."

## Round 7: Atco Raceway

AMA/PROSTAR NATIONAL CHAMPIONSHIP DRAG RACING SERIES

# Traditionally QUICK

By Matt Polito

ATCO, NJ, SEPT. 10-12

The AMA/Prostar U.S. Motorcycle Nationals is the longest-running and, in some ways, the most prestigious motorcycle drag race in the world.

For the past 35 years the event has been run, under different sanctioning bodies, at Atco Raceway in Atco, New Jersey. While the sport has progressed tremendously in more than three decades, Atco remains much as it was back in the day. Located on protected wetlands, the track management had been stymied in its efforts to upgrade the facility. Still, Atco has been privy to some of the most historic performances in the sport, and that didn't change at the 35th running of the event. While the high-horsepower bikes were having trouble getting down the track, the finesse classes yielded some sensational new performance records.

The Top Fuel class returned to Atco for the first time since 1995. Four-time defending Top Fuel champion Tony Lang moved into the points lead for the first time this season following his second straight victory. Qualifying was led by former points leader Larry "Spiderman" McBride with an early-shut-off run of 6.49 seconds at a coasting 175 mph.

Both Lang and Chris Hand cracked into the 6.4-second range during eliminations and were slated to face each other in the final. Hand never came to the line for the final, as his motor wouldn't light on all four cylinders, forcing him to shut it off. Lang made the most of the single, running the best pass of the event, 6.41 seconds, 213 mph.

Tom Perry took his first win of the season in the Orient Express Funnybike class with a final-round victory over five-time finalist Keith Lynn. Three-time champion Gary Clark led qualifying at 6.84/192 on his HMP Kawasaki but got out of shape and shut off against Lynn in round two. Perry, riding the MRE Suzuki, was by far the most consistent of the Funnybike class at Atco, running a career-best 6.80 in round one and following it up with a pair of 6.90s to make his first final of the season.

Lynn, who has been a consistent 6.80 runner this season, struggled at Atco and failed to crack a pass under seven seconds for the entire event. He had to cut it off early in the final and coasted to a 7.16/164 as Perry took the win with a 6.94 at 192 mph.

Local hero Billy Vose scored his second Fast by Gast Pro Modified win of the season, outlasting former student and now archrival Dave Lombardi. The top qualifier was Tommy Miceli, fresh off the winning debut of his Franco's Performance Koenig Suzuki, who ran a 6.99, and then 6.98/185 to lead the field.

But Vose was right there. Qualifying second at 7.05, Vose brought Gennard Thomas' Cycle Shop Suzuki to a 6.99 in round one and a pair of 7.01s - including a 7.011 against the MRE rental bike ridden by UK Pro Stock champ Dave Beck in the semis - to make his fourth final of the year.

Miceli and Lombardi were trading hot laps on their side of the ladder and met up in the semis where Miceli got the holeshot but double-shifted and couldn't make up the difference. In the final, Vose, who dominated the class in the mid-'90s, gave his former student a lesson, strapping Lombardi with a holeshot and driving away for the win, 6.99-7.15.

Rookie Pro Stock sensation Fred Collis extended his points lead to a near lock on the number-one plate with his third-straight win in the Lectron class. Collis, riding the Star Performance Parts Suzuki, garnered his sixth straight pole with the quickest Pro Stock run in history, a 7.200 at 185 mph. The next best rider, defending champion Paul Gast, was more than a tenth behind at 7.31/185.

But Collis had more in it. In the first round of eliminations he became the first Pro Stock rider under 7.2 seconds with a stunning 7.192/184 against Dennis Mirante. Collis and the Star team had to swap engines following the run, which brought him back to more earthly numbers. Still, he had the field covered with a 7.26 in his semifinal bye.

On the other side of the ladder, Gast looked to be on his way to his fourth final of the year with a string of 7.3 second laps. In the semifinals he met Team 23 rider Antron Brown, the Atlanta winner, who had yet to make a full pass in eliminations. Brown, under the tuning of Mark Pieser, cracked off a 7.27 in the semis to turn back Gast's 7.34 and make the final against Collis for the second race in a row.

The final was all Collis. He hit the best reaction time of the class, a .416, and coupled it with a 7.27 to get by Brown's 7.34 and take the win.

Kawasaki factory rider Rickey Gadson locked up his third Superbike championship at his home track with his sixth straight win on his nitrous-injected ZX-7R. While Gadson was off his usual 8.40 numbers early in the event - he qualified number one at 8.74, just ahead of Phill Davis's 8.79 - he came alive in eliminations. Gadson was no doubt spurred on by the performance of Team Suzuki Sport rider Brock Davidson, who has been struggling with the combination on his GSXR 750 all season. Davidson finally put it all together in round one, hitting a 8.51 at 159 mph to take out Davis. The run made Davidson the second-quickest rider in the history of the class and gave him the first leg of a new speed record.

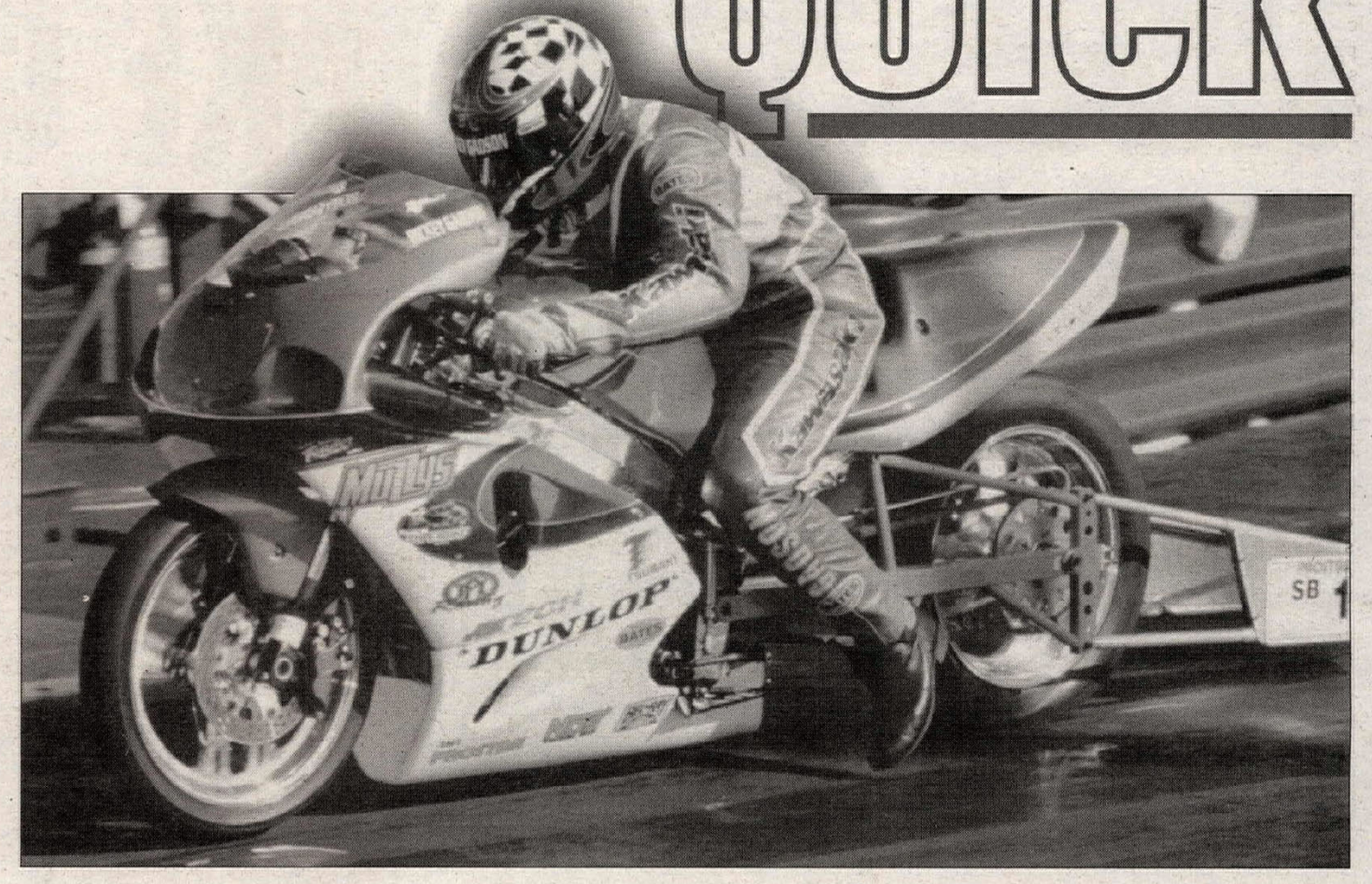
But Davidson went from euphoria to heartbreak in the next round when he suffered a violent backfire which brought the bike to a halt just out of the gate. Gadson, meanwhile, stepped up to a pair of low-8.4 second laps to make the final against Michael Iantorno on Bill Tamucci's always-potent GSXR 750. Gadson crew chief Will King turned the wick up for the final, and Gadson left no doubt as to who owns the Superbike class, setting both ends of the record at 8.303 seconds, 162.82 mph, while Iantorno broke and coasted down the track.

The Kerker 600cc SuperSport class has been the hottest class on the AMA/Prostar tour this season and Atco was no exception, with a record 31 bikes making qualifying laps. Team Green rider and points leader Marty Ladwig led the field to take the pole as he reset his elapsed-time record to a 10.151/133 on his ZX-6R. Ladwig further lowered the record to 10.10 in a round-one bye, and then a stunning 10.078 in round two against Eddie Krawiec.

Ladwig found out just how unforgiving the 600cc SuperSport class is, as he stood the bike up in the next round and lost to Ryan Schnitz, 10.49 to 10.52. Schnitz, riding a '98 GSXR out of the Team BDE camp, stepped up to a 10.37 in the semifinals. It was no match for Rickey Gadson, who wrung a 10.20 out of his ZX6R to make his third final of the season.

On the other side of the ladder, Atlanta winner Chip Ellis was putting up some world-class numbers on his ZX-6R, running a 10.17 against Jason Miller, and then a 10.11 against fellow Team Green member Chris Williams in the semis. In the all-Kawasaki final, Gadson got the holeshot, but Ellis rode around him for his second win of the season, 10.15-10.28.

In the sportsman ranks, both Andy Baumbach and Rob Schenz made two finals each but neither could pull off the rare double win. Baumbach took the Top Gas title over Mike Konopacki but lost in Super Comp to Scott Wall, who took his second win in a row. Schenz beat Lonny Rueckert in the Super Gas final for the third time this season, but lost to Ken George in Pro ET. Local racer Steve Knecum took the Street ET trophy on his GS1150, getting by James Waugh in the final. CN




**Kawasaki factory rider Rickey Gadson locked up his third Pro Superbike championship by scoring his sixth win and setting performance records at the AMA/Prostar U.S. Nationals.**

**Atco Raceway**
**Atco, New Jersey**
**Results: September 10-12, 1999**
**(Round 7 of 8)**

**TOP FUEL:** 1. Tony Lang (Suz); 2. Chris Hand.
**FNY/BK:** 1. Tom Perry (Suz); 2. Keith Lynn (Kaw).
**PRO MOD:** 1. Bill Vose (Suz); 2. Dave Lombardi (Suz).
**PRO STK:** 1. Fred Collis (Suz); 2. Antron Brown (Suz).
**PRO S/BK:** 1. Rickey Gadson (Kaw); 2. Michael Iantorno (Suz).
**600 S/SPT:** 1. Chip Ellis (Kaw); 2. Rickey Gadson (Kaw).
**TOP GAS:** 1. Andy Baumbach (Kaw); 2. Mike Konopacki (Kaw).
**S/COMP:** 1. Scott Wall (Suz); 2. Andy Baumbach (Kaw).
**S/GAS:** 1. Rob Schenz (Kaw); 2. Lonny Rueckert (Suz).
**PRO ET:** 1. Ken George (Suz); 2. Rob Schenz (Kaw).
**STRT ET:** 1. Steve Knecum (Suz); 2. James Waugh (Suz).

Upcoming Round:
Round 8 - Gainesville, Florida, November 12-14

# Billet, don't spill it

If you have checked the retail price of a dry break fuel system lately, you already know that they are not cheap. But, in order to perform quick pit stops during a long off-road race, some sort of fast fueling system is needed to stay competitive. All the major off-road power houses, like Team Green, adopted the car racing-style dry break system nearly a decade ago. Of course, they have the budget for such luxuries. What about the struggling privateers that are tired of spilling gas all over their bikes when trying to make quick pit stops with a funnel or some sort of gas-can spout? U.M.I. Racing U.S.A. has a trade off for racers that are trying to compete, and not go broke in the process. The new billet quick-fill cap is the next best answer to a dry break system.

The billet quick-fill cap still requires you to use your existing screw-on gas cap, so it's not as quick as some fueling systems. Constructed of 6061 T-6 billet aluminum, the cap screws on top of most five-gallon super jugs and is capable of transferring five gallons of fuel in just over 30 seconds. An auto-stop check valve with a self-sealing adjustment ring prevents over-fueling. Never the less, it is hard sometimes to tell when the tank is totally full. When there is no noise in the area you can hear the flow of fuel stop, but when the engine is running it is impossible to hear.

For $149.95 you get a well-designed fuel system that is quick, clean and versatile. It can be used on just about any motorcycle and even some watercraft. What you won't get with the cap is a gadget that will fall apart or blow seals after a few months. Our unit has been hanging around for months and there are no signs of wear or tear yet.

A drawback of the cap is that a rubber dust cap fits over the filler tube to keep out unwanted debris, and the cap is easy to lose if you don't keep track of it. We lost ours once and found it soon after, largely because it is bright red. Another thing that you will not get with the cap is the quickest pit stops in pit row. You still have to unscrew your gas cap and screw it back on when it's all over. That's the price you pay when you're racing on a non-race budget, your wife needs a new dress, Junior needs books for school and the hot water heater just died. Isn't that why we race anyway, to escape reality? CN

**Matt Freeman**

High-speed pit stops for a low price

Hard to tell pit stop is complete when motor is running

For more information, contact:

**U.M.I. Racing U.S.A.**

7442 E. Butherus Dr.
Scottsdale, AZ 85260
800-275-1615
www.umiracing.com

# Trickness, incognito

This is one of those products at which some people are bound to shake their heads. Yes, it's a very cool doo-dad, but who can justify dropping 50 bones on something that looks this cool, only to turn around and cover it up with a $2 rubber grip? It's kind of like purchasing an Armani suit, then hiding it under a cheap, plastic raincoat.

Well, believe it or not, Performance Engineering's aluminum throttle tube does have, on the other hand, a cool, gnurled surface similar to that on the left end of many high-quality aluminum handlebars; it helps hold a grip, though you should still use grip glue and/or safety wire.

We tried a Performance Engineering tube on our 2000-model Yamaha YZ125 test unit, whose stock throttle barrel goes for $24.62 - about half the price of the aftermarket part. It's machined to tight enough tolerances that it mounts up and accepts the throttle cable like a stocker, and it feels snappy and smooth (we recommend lubing any throttle barrel with graphite). To assuage our sorrow at covering the alloy tube, we did so with Smith's cool new gray grip.

Would we buy the Performance Engineering throttle tube? Yes and no. If we had already ruined the stock unit, we would spend the extra bucks on the replacement, but not until then. Also, we wouldn't use it on an enduro bike, since we'd have to drill or cut the tube to accept wrap-around-style handguards.

**Chris Jonnum**

Stronger than stock

Pricey; difficult to mount wrap-around handguards

Retail Price: $49.95

For more information, contact:

**Performance Engineering**

1333 Pine Ave., Ste. B
Orlando, FL 32824
407/856-8545

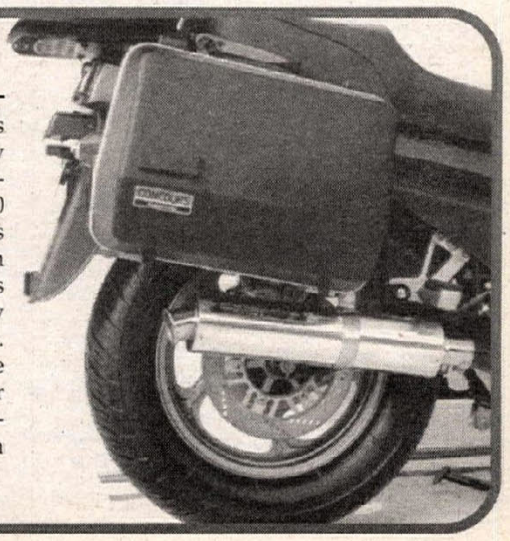
## New Products

### Stand in

Everybody should have at least one **1 Night Stand**, bike stand, that is. Made by Metaltek, the 1 Night Stand is made for motocross and off-road motorcycles and is constructed of aluminum. A removable parts tray comes as an option, and we suggest you shell out the extra 20 bucks for the handy tray. A hole in the center of the stand allows you to change the oil in your bike. Just remove the parts tray and replace it with a drain pan. The 1 Night Stand also has an aluminum plate for you to display your sponsor's stickers. The stand with the tray retails for $89.95, and $69.95 without. For more information contact Metaltek, Dept. CN, 340 Vernon Way, Suite H, El Cajon, CA 92020, 619/588-4360.

### Slip into something more comfortable

Now available from Holeshot Performance Products are the new **Concours Vortex slip-ons**. The new Kawasaki slip-on was developed to increase mid-range torque and horsepower and removes nearly 10 pounds from the stock motorcycle. The set includes polished stainless/aluminum Vortex mufflers with turndown tips, high-heat satin-black elbow pipes with center and side stand stops attached, and new gloss black powder-coated muffler hanger brackets. Stainless clamps and hardware also included. The Concours Holeshot Vortex slip-ons retail for $479 per set. To order call Dale Walker's Holeshot Performance, Dept. CN, 320 Babe Thompson Road, La Selva, CA 95076, 831/761-2808, www.holeshot.com.



## Texas State Championship Series, Round 1: Swan Cycle Park

# Kerr-blam!!

**(Left) Jonathan Kerr (41) exploded to the wins in the 80cc (12-13) and 80cc Open classes at the opening round of the Texas State Championship Series, held at Swan Cycle Park in Tyler, Texas.**
**(Below) Rookie Pro Chase Reed (5) stole the holeshot in the first 250cc Pro moto, in front of Brad Woolsey (84), Derek Gerdes (14) and Gene Neumac (24).**

**By Kat Spann and The Beckster**

TYLER, TX, AUG. 29

Jonathan Kerr continued to pick up steam on the race track, proving that a broken collarbone was more an inconvenience than an injury. Having missed both big summer Nationals while recovering from a mishap over the Fourth of July, Kerr - along with 597 other entrants - showed up at Swan Cycle Park for the opening round of the fifth annual Texas State Championship Series cocked, locked and loaded for racing. His biggest competition came from Bryan Zachary on a new mount.

"The Kawasakis were just too tall for Zach," said Bryan Zachary Sr. "When he threw his leg over that Suzuki and went on the track at home to practice, it was like a whole new kid riding that bike!"

It was like a page from the history books when Kerr and Zachary stormed off the gates of the 80cc (12-13) and 80cc Open events.

In the first 80cc (12-13) moto, Kerr rode a borrowed Yamaha since his bike was on the injured list. Bryan Zachary put his RM80 out front off the start, but Kerr was there at the finish line to take second. The tables turned in moto two, as Kerr grabbed the early lead, with Zachary at his rear wheel. Kerr and Zach battled for four grueling laps, with Kerr taking the checkered flag first and the overall as well, with his 2-1 punch.

Kerr commanded the 80cc Open contest. Kerr put some distance on Zach on lap two, as a good battle ensued between James Pino and Ernie Phillips. Phillips gated behind Scotty Wennerstrom off the start but found his mark on lap two for fourth, behind Pino. Phillips passed Pino for third. Wennerstrom kept fifth.

Kerr absconded with the holeshot again in moto two, this time chased by John Lea. Zachary had trouble off the start, but his determination helped him to the fastest lap times as he kicked in the afterburners and worked his way toward the front. In the meantime, Kerr was gone, finishing with a 19-second lead. Phillips chased Lea into lap three before taking over second. The final lap saw Pino move in on Lea for third, while Wennerstrom finished in fifth. Zachary eventually worked his way to sixth, which gave him fourth overall.

Oklahoma's Chase Reed won the 250cc Pro battle with Plano Honda's Brad Woolsey, but lost the battle against North Texas Yamaha's Nathan Hale in the 125cc Pro ranks.

A baker's dozen lined the gate for moto one of the 250cc Pro event. Central Yamaha/LCS-backed Reed headed to the first turn, hounded by senior Pro racer Woolsey. Woolsey took over the lead in short fashion, but Reed stayed close to the leader throughout the entire moto. Hale chased the front-runners in third, followed by another rookie making his debut, Honda of Houston's Derek Gerdes.

In moto two, Woolsey grabbed the holeshot, but Reed was at his back tire for the first two laps before Reed passed Woolsey on the downhill after the whoops when a lapped 250cc Intermediate rider who was double-gated with the Pros hindered Woolsey's path. In the meantime, Hale had his plate full as he tried to shake off Gerdes. Reed hung on for the win and the overall as Gerdes passed Hale to finish third.

In the 125cc Pro contest, Reed snatched the holeshot, with Gerdes behind him, followed by Hale, Roger Thayer, Beau Boynton and Dwain Carter. Hale got around Gerdes for second by the end of the first lap and remained there all the way to the finish, while Boynton worked on Thayer for fourth.

Hale nabbed the holeshot in the second moto and was badgered by Reed for four laps before Reed shot by the leader over the triple jump just short of the white flag. As they flew over the grandstand tabletop and through the whoops, Reed appeared to gain some ground, but both disappeared on the downhill after the whoops, emerging with Hale out front.

Chase's back end swapped out and he went down in the corner.

"I had to go off the track to miss hitting him," said Hale.

"My bike died going into the corner and I went over the bars when I hit a bump," said Reed.

Boynton finished third, for third overall. Williams finished fourth, followed by Blake Keeten. Reed struggled to get remounted to finish 10th, for fifth overall.

Chaz Holladay continued his winning streak in the 50cc (7-8) and 50cc Open events, and also finished a very respectable third overall in the 60cc race. Holladay led the 19-rider 50cc Open race, in which the parents hit the track as well as the riders. Jamison Miller followed Holladay out of the first turn, but after the first lap, Holladay began to extend his lead on the pack. Derek Barath kept pace in third, while Kevin Falting held down fourth, followed by Zeb Smith.

Holladay once again led the charge off the gate in moto two, this time followed by Rodolfo Fernandez. Miller charged after Fernandez, once again followed by Barath, while Smith held down fifth, followed by Falting. Drake Williams started the race in seventh, but lost his position during lap two to Steven Williams.

In 80cc (7-11) action, Ronnie Shaffer showed good sportsmanship. Off of the first-moto start, both Shaffer and his buddy James Hinson Jr. went down in the second-turn bowl sweeper. Shaffer got up, but when he turned around and saw Hinson trapped under his own bike, Shaffer dropped his mount and ran over to free his friend before he returned to his own downed rig to get back into the race. Hinson was just a little shaken. A huge tip of the helmet to Shaffer for putting his fellow rider's safety ahead of his own racing. CN

**Swan Cycle Park**
**Tyler, Texas**
**Results: August 29, 1999 (Round 1)**

**50 (4-6):** 1. Cody Braswell (Cob); 2. Caleb Dowell (Cob); 3. Jonathan Tawney (KTM); 4. Jacob Turbyfill (Cob); 5. Justin Foosher (KTM).

**50 (7-8):** 1. Chaz Holladay (Cob); 2. Rodolfo Fernandez (Cob); 3. Derek Barath (Cob); 4. Jamison Miller (Cob); 5. Zeb Smith (Cob).

**50 OPEN:** 1. Chaz Holladay (Cob); 2. Jamison Miller (Cob); 3. Derek Barath (Cob); 4. Zeb Smith (Cob); 5. Kevin Falting (Cob).

**60 (7-9):** 1. Rodolfo Fernandez (Kaw); 2. William Turner (Kaw); 3. Chaz Holladay (Kaw); 4. Ramsey Thornton (Kaw); 5. Aaron Strickland (Kaw).

**60 (10-11):** 1. Marshall Smith (Kaw); 2. Matthew Lemoine (Kaw); 3. Tyler Beque (Kaw); 4. Josh Eure (Kaw); 5. Hunter Tatum (KTM).

**60 OPEN:** 1. Matthew Lemoine (Kaw); 2. Rodolfo Fernandez (Kaw); 3. Tyler Beque (Kaw); 4. Jake Lowry (Kaw); 5. Josh Eure (Kaw).

**80 BEG:** 1. Jordan Cupples (Kaw); 2. Chris Cotton (Kaw); 3. Justin Little (Yam); 4. Kellen Carpenter (Kaw).

**80 (7-11):** 1. Scotty Wennerstrom (Suz); 2. Ryan Grantom (Hon); 3. Vince Monteleone (Hon); 4. Marshall Smith (Kaw); 5. Brandon Knight (Kaw).

**80 (12-13):** 1. Jonathan Kerr (Yam); 2. Bryan Zachary (Suz); 3. Jose Fernandez (Kaw); 4. Chase Guedry (Yam); 5. John Baker (Kaw).

**80 (14-16):** 1. Ernie Phillips (Suz); 2. James Pino (Hon); 3. Justin Sims (Yam); 4. Austin Jones (Hon); 5. Andrew Cannon (Kaw).

**80 OPEN:** 1. Jonathan Kerr (Kaw); 2. Ernie Phillips (Suz); 3. James Pino (Hon); 4. Bryan Zachary (Suz); 5. Scotty Wennerstrom (Suz).

**125 BEG:** 1. Chris Lloyd (Hon); 2. Sean Parker (Hon); 3. Kevin Simmons (Kaw); 4. Mike Mouton (Yam); 5. J.J. Culpepper (Yam).

**125 NOV:** 1. Glenn Hebert (Kaw); 2. Adam Turner (Yam); 3. Brian Starnes (Hon); 4. Joey Reed (Yam); 5. Brandon Nunley (Suz).

**125 INT:** 1. Chris Istre (Kaw); 2. Danny Kelsey (Kaw); 3. Vernon McKiddie (Yam); 4. Chad Cook (Kaw); 5. Ryan St. Cyr (Yam).

**125 OPEN:** 1. Chris Istre (Kaw); 2. Danny Kelsey (Kaw); 3. Danny Waldrop Jr. (Yam); 4. Vernon McKiddie (Yam); 5. Adam Turner (Yam).

**125 PRO:** 1. Nathan Hale (Yam); 2. Derek Gerdes (Hon); 3. Beau Boynton (Yam); 4. Kyle Williams (Kaw); 5. Chase Reed (Yam).

**250/650 BEG:** 1. Kevin Simmons (Kaw); 2. Chris Moore (Yam); 3. Jeremy Aitken (Hon); 4. John Leone (Yam); 5. Chris Noles (Hon).

**250/650 NOV:** 1. Glenn Hebert (Kaw); 2. Matt Ward (Hon); 3. Brian Riggan (Suz); 4. Kevin Lovell (Yam); 5. Shaun Romero (Suz).

**250/650 INT:** 1. Matthew Fleetwood (Kaw); 2. Ryan St. Cyr (Yam); 3. McFly Scheel (Suz); 4. Coy Hobgood (Suz); 5. Trey Franks (Suz).

**250/650 OPEN:** 1. Matthew Fleetwood (Kaw); 2. David Hallmark (Yam); 3. Michael Jordan; 4. Trey Franks (Suz); 5. Brian Bibby (Yam).

**250/650 PRO:** 1. Chase Reed (Yam); 2. Brad Woolsey (Hon); 3. Derek Gerdes (Hon); 4. Nathan Hale (Yam); 5. Gene Naumec (Hon).

**350/650 OPEN:** 1. Jason Williams (Kaw); 2. Ryan Whitting (Yam); 3. Brad Smith (KTM); 4. Justin Duratt (Yam); 5. Terry Dike (Kaw).

**WMN:** 1. Snookie Tinnerman (Kaw); 2. Taryn Covington (Yam); 3. Elizabeth McFarland (Kaw).

**25+ NOV:** 1. Michael Marshal (Kaw); 2. Bill DeBala (Yam); 3. Darren Brown (Kaw); 4. Casey Ford (KTM); 5. Ferrel Foosher (Hon).

**25+ INT:** 1. Greg Lewis (Yam); 2. Michael Jordan (Yam); 3. Jason Williams (Kaw); 4. Scott Heichelheim (Hon); 5. Randy Rector (Yam).

**25+ EX:** 1. Dwain Carter (Yam); 2. Gene Naumec (Hon).

**30+ NOV:** 1. Earnie Mode (Yam); 2. Alan Trammell (Hon); 3. Ferrel Foosher (Hon); 4. Mark Chrisman (Yam); 5. Chris Warren (Kaw).

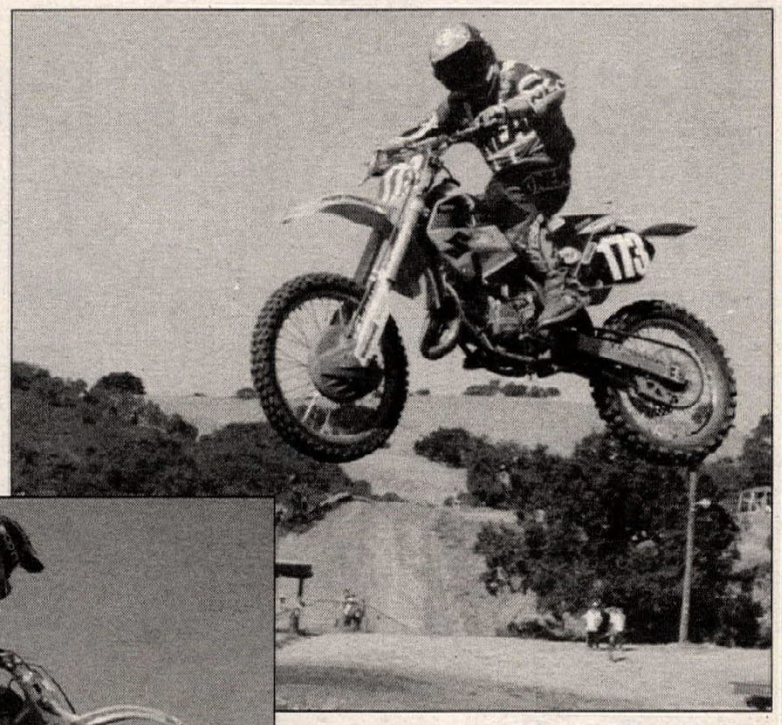
**30+ INT:** 1. Greg Lewis (Yam); 2. Bubba Bardwell (Yam); 3. Steve Hill (Yam); 4. Bobby Meche (Yam); 5. Craig Connelly (Yam).

**30+ EX:** 1. Michael Clement (Hon); 2. Bobby Hardy (Yam); 3. Hoot Parker (Kaw); 4. Chris Craft (Yam); 5. Jerry Joiner (Yam).

**35+:** 1. Michael Clement (Hon); 2. Bobby Handy (Yam); 3. Hoot Parker (Kaw); 4. Jerry Joiner (Yam); 5. Bubba Bardwell (Yam).

**40+:** 1. Darwin Huckabee (Hon); 2. Pete Watson (KTM); 3. Steve McCombs (Yam); 4. Peyton Treadwell (Hon); 5. Robert Porter (Yam).

# Pestana, Racine work for the wins



**(Above) At the Hollister Hills GP track, Jeff Pestana (173) took the overall 250cc Pro win after a fierce battle with Brett Racine. (Left) Brett Racine (499) beat out Jeff Pestana in both 125cc Pro motos for the overall win at the opening round of the GFI California Fall Series North.**

**By Jim & Valerie Enos**
**Photographs by Joe Gonzalez**

HOLLISTER, CA, SEPT. 5

More than 500 riders packed the AMP-prepped Hollister Hills GP track for an exciting holiday weekend of racing at round one of the 1999 GFI California Fall Series. And as it was the Labor Day holiday, Jeff Pestana and Brett Racine each put their work ethic to the test and snagged overall wins. The best race of the day was the 250cc Pro class, in which Pestana and Racine battled fiercely in both motos. Pestana claimed the victory with a 1-2 score, while Racine had an easier time on the 125, earning a perfect 1-1 score to secure the 125cc Pro-class win. Factory contingency was up for grabs from Yamaha, Suzuki and Kawasaki, as were valuable series points to determine the champions of the five-race series.

Track conditions were ideal, and the AMP crew added a few changes that may have caught many regulars off guard. A long whoop section was added immediately after the first turn, right in front of the main spectator area. Also, the track was run in a clockwise direction.

The first 250cc Pro race got under way with the Clawson Motorsports/O'Neal/A-Ride-backed Pestana leading the field into the first tight left-hand turn. Pestana skipped through the whoop section with precision as Harold Hageman and Danny Paladino followed. Racine had a midpack start but was into third by the end of lap one. Pestana had taken the opportunity to gain some valuable time on Racine, but that quickly diminished as Racine set a blistering pace that had him on Pestana's rear wheel midway through the second lap.

Meanwhile, Suzuki-mounted Hageman, well off the pace of the front-running duo, held down third, while Paladino, Andy Bonyer and Jerrod Fisher were locked in a battle for fourth. Bonyer, backed by Fox Racing, made his way around Paladino. Up front, Racine continued hounding Pestana lap after lap, looking for any advantage. Pestana appeared to have the edge in the back section of the track, while Racine looked faster in the front section, especially the whoops.

On lap four, Racine outbraked Pestana in the turn before the whoops, and as the duo entered the whoops, Racine appeared to have the edge. Surprisingly, to the delight of the crowd, Pestana didn't give up, and the seasoned veteran blasted through the whoops, pushing Racine to the outside and regaining the lead. On the ensuing lap, Racine made another determined charge through the whoop section and this time both riders came out side by side, nearly taking each other out on the small step-up jump that followed. As they approached the "Elevator" uphill, still side by side, they disappeared from view on the ensuing right-hander and Pestana emerged, but Racine was nowhere in sight. After falling and being passed by Bonyer and Hageman, Racine picked his bike up and got under way but was unable to gain any ground. Pestana took the win, followed by Bonyer, Hageman, Racine and Fisher.

"I think Brett (Racine) hit my rear tire on top of the hill, and that may have caused him to go down," said Pestana. "It sure was a fun moto, though."

Kawasaki Team Green/Fox/Pro Circuit's Racine was in good spirits.

"I had a really good race going and I was looking ahead of Jeff (Pestana) on top of the hill," he explained. "My front end washed out of the rut and down I went. I really want to thank God, and my parents for being here today."

Moto two was a carbon copy of moto one, except this time the tables were turned, as Racine got the holeshot and had a determined Pestana hot on his tail. Both riders kept it on two wheels and were never more than a bike length apart the entire moto. Every lap was intense, as the duo pulled a huge lead over Bonyer, who held a comfortable third, while Fisher, aboard his Suzuki, was in fourth, trying to shake loose from Hageman. As the race came to a close, Pestana tried to make a white-flag-lap pass on Racine on the downhill double. Both riders came into the left-hander side by side, but Racine had the inside line as Pestana went high on the berm and nearly went over. Racine crossed the finish line just ahead of Pestana. Fisher made his way around Bonyer for third, and Hageman rounded out the top five.

"I got a good start in this moto and just kept focusing ahead," Racine said. "He (Pestana) was on my butt the whole moto and I was trying to take his lines away."

Pestana, despite a second-place finish, got the overall win and was pleased with his ride.

"I rode real aggressive and was pressing more and more as the moto wore on," said Pestana. "I almost threw it away on that last turn, but the bottom line is, I got the overall."

The 125cc Pro class was an all-Racine affair, although Yamaha of Modesto rider Danny Paladino absconded with the holeshot in the first moto and led for two laps. Racine and Pestana both had midpack starts but weaved through the field quickly. By the third lap, Racine had opened up a comfortable lead while Pestana appeared content in second.

In the battle for third between Paladino, Fisher and Dennis Stapleton, Fisher had the most consistent speed. Capitalizing on bobbles by Paladino and Stapleton, Suzuki-mounted Fisher moved ahead to take over third. As the checkers waved, it was Racine with the win, well ahead of Pestana. Fisher held off the late charge of Stapleton, with Paladino rounding out the top five.

In moto two, Racine put his Kawasaki into the first turn first and never looked back. Although Pestana also got a good start, he just couldn't keep Racine in his sights and again settled into a runner-up role. Stapleton, aboard his All American/Rock Oil/FASST/FMF-backed Suzuki, had another good battle going, but this time with Hageman. The two battled over third nearly the entire moto, with Stapleton having the smoothest laps. Racine, obviously very comfortable on the 125, took the win over Pestana, who was followed by Stapleton, Hageman and Fisher.

"I want to thank Jesus for keeping me safe," said Racine. "The track got a little gnarly, with some square-edge stuff, and I finally got the whoops figured out. I also want to thank the Azevedos; they did a great job with the track today." CN

**Hollister Hills**
**Hollister, California**
**Results: September 5, 1999 (Round 1)**

**Pee Wee Track**

**50 P/W/JR:** 1. Landon Cohen (HM); 2. Breanne Mitchell (Yam).

**50 (4-6) STK:** 1. Greg Lewis (KTM); 2. Jerry Blake Jr. (HM); 3. Cameron Beaubier (Lem); 4. Nickolas Seoud (KTM).

**50 (7-8) STK:** 1. Austin Howell (Cob); 2. Crystal Layton (KTM); 3. Parker Smith (KTM); 4. Logan Cohen (HM); 5. Michael Brooks (KTM).

**Main Track**

**50 (4-6) STK:** 1. C.J. Barham (Cob); 2. Landon Cohen (HM); 3. Cameron Beaubier (Lem).

**50 (7-8) STK:** 1. Austin Howell (Cob); 2. Josh Phillips (Cob); 3. Christian Standers (Cob); 4. Crystal Layton (KTM); 5. Logan Cohen (HM).

**50 OPEN:** 1. Michael Flores (Cob); 2. Crystal Layton (KTM).

**60 F/T:** 1. Cody Lambott (Kaw); 2. Keith Knight (Kaw); 3. James Vega (KTM).

**60 BEG:** 1. Luke Layton (KTM); 2. Cody Jackson (Kaw); 3. Matthew Williams (KTM); 4. Ruben Hernandez (Kaw); 5. Bendi Seoud (Kaw).

**60 NOV:** 1. Kramer Patterson (Kaw); 2. Ryan Martin (Kaw); 3. Nicolas Baker (KTM); 4. Preston Mull (Kaw); 5. Brandon Reyna (Kaw).

**60 INT:** 1. Dustin Enochs (KTM); 2. Matt Spencer (Kaw); 3. Bryce Huffman (Kaw); 4. Tyler Freeman (Kaw); 5. Dustin Pipes (Kaw).

**80 F/T:** 1. J.R. Alvernaz (Hon); 2. Zach Russell (Kaw); 3. Casey French (Hon); 4. Tyler French (Hon); 5. Steven Key (Yam).

**80 BEG D-1:** 1. Chris Wackerly (Yam); 2. Darryl Seville (Kaw); 3. J.D. Moore (Hon); 4. Corey Pennington (Suz); 5. Sean Stommel (Yam).

**80 BEG D-2:** 1. Chris Lafano (Suz); 2. Marcus Bradshaw (Yam); 3. Nathan Hollister (Kaw); 4. Trent Phippin (Hon); 5. Nick Balsdon (Yam).

**80 NOV:** 1. Justin Sanders (Yam); 2. Race Lacey (Suz); 3. Zac Baxter (Yam); 4. Justin Woods (Yam); 5. David Darsey (Yam).

**80 INT:** 1. Charlie Morrison (Yam); 2. Vincent Blair (Hon); 3. Aaron Di'Ciano (Yam); 4. Aaron Bergantz (Yam); 5. Cory McDaniel (Yam).

**80 S/MINI:** 1. Mike Matson (Yam); 2. Charlie Morrison (Yam); 3. Aaron Bergantz (Yam); 4. Jack Van Camp (Yam); 5. Jarid Blevins (Yam).

**125 BEG D-1:** 1. Danny Stommel (Yam); 2. Court Tiede (Yam); 3. John Wear (Hon); 4. Rick Parlett (Yam); 5. David Blair (Suz).

**125 BEG D-2:** 1. Danny Harris (Kaw); 2. Matt Fernandez (Suz); 3. Michael Fargher (Hon); 4. Ron Kolstrun (Kaw); 5. Anthony Di Biasilio (Yam).

**125 NOV:** 1. Billy Bright (Suz); 2. Jon Replogle (Kaw); 3. Brad Betschart (Yam); 4. Mike Genzoli (Suz); 5. Robert Haun (Yam).

**125 INT:** 1. Ryan Morais (Yam); 2. Steve Mertens (Yam); 3. Turbo Reif (Hon); 4. Doug Schmid (Hon); 5. Jason Sturdevant (Suz).

**125 PRO:** 1. Brett Racine (Kaw); 2. Jeff Pestana (Suz); 3. Dennis Stapleton (Suz); 4. Jerrod Fisher (Suz); 5. Harold Hageman (Suz).

**250 BEG:** 1. Troy Kuczmarczyk (Yam); 2. Jeff Beaubier (Hon); 3. Wes Lee (Kaw); 4. Gary Rose (Yam); 5. Jacob Lites (Yam).

**250 NOV:** 1. Jon Replogle (Kaw); 2. Simon Temmerman (Suz); 3. Travis Wilbur (Suz); 4. Curtis Hanson (Yam); 5. Steve Snyder (Kaw).

**250 INT:** 1. Turbo Reif (Hon), 2. Dieter Temmerman (Suz); 3. Randy Norman (Yam); 4. Billy Jurevich (KTM); 5. Tyson Lacey (Suz).

**250 PRO:** 1. Brett Racine (Kaw); 2. Jeff Pestana (Suz); 3. Andy Bonyer (Yam); 4. Jerrod Fisher (Suz); 5. Harold Hageman (Suz).

**500 INT:** 1. Gary Plaatje (Hon).

**25+ BEG:** 1. Alex Wilson (Hon); 2. Andre Rico (Kaw); 3. David Blair (Suz); 4. Michael Taylor (Hon); 5. Randy Tuets (Yam).

**25+ NOV:** 1. Steve Snyder (Kaw); 2. Curtis Hanson (Yam); 3. Joe Alford (Kaw); 4. Jeff Beaubier (Hon); 5. Dana Drake (Suz).

**25+ INT:** 1. Mark Klauser (Suz); 2. Steve Nelson (Suz); 3. Brian Toline (Suz); 4. Phil Segundo (Yam); 5. Geoff Woods (Suz).

**25+ EX:** 1. John Handelin (Suz); 2. Mike Hodges (Suz); 3. Tony Basoni (Suz); 4. Jim Lindeman (Hon); 5. Kevin Wilkinson (Suz).

**30+ BEG:** 1. Alex Wilson (Hon); 2. Gary Rose (Yam); 3. Keith DiVirgillo (Suz); 4. John Lewis (Kaw); 5. David Furtado (Hon).

**30+ NOV:** 1. R.K. Field (Suz); 2. Allen Blanco (Yam); 3. Scott Lindley (Yam); 4. William Serpa (Yam); 5. Ross Robertson (Yam).

**30+ INT:** 1. Pat Sparks (Hon); 2. Steve Nelson (Suz); 3. Geoff Woods (Suz); 4. John Moore (Hon); 5. Frank Cornwall (Yam).

**30+ EX:** 1. Ryan Opray (Kaw); 2. Mike Hodges (Suz); 3. Joe Klauser (Hon); 4. Kevin Wilkson (Suz); 5. Jim Lindeman (Hon).

**30+ PRO:** 1. Jeff Pestana (Suz); 2. Randy Pockrandt (Kaw); 3. Jon Nelson (Suz); 4. Greg Pennington (Suz); 5. Danny Paladino (Yam).

**35+ NOV:** 1. George Pritchett (Kaw); 2. Lud Dawson (Suz); 3. Ross Robertson (Yam); 4. Gary Parham (Yam); 5. Thomas Fullam (Yam).

**35+ INT:** 1. John Moore (Hon); 2. Gary Plaatje (Kaw); 3. Joseph Gonzalez (Yam); 4. Jeff Baxter (Yam); 5. Tim Alvarado (Kaw).

**40+ NOV:** 1. David Henderson (Suz); 2. Robert Fields (Yam); 3. Kevin Wilkinson (Suz), 4. Greg Douglas (Hon); 5. Mike Amaral (Yam).

**40+ INT:** 1. Phil Douglas (KTM); 2. Terry Huffer (KTM); 3. Tim Alarcon (Hon); 4. Joseph Gonzalez (Yam); 5. Roy Knight (Kaw).

**40+ EX:** 1. Steve Law (Kaw).

**WMN:** 1. Lynette Wosick (Yam).

**OTHG BEG:** 1. Dean Hall (Yam); 2. Brad Powell (KTM); 3. Dwayne Been (Hon); 4. Richard Adams (Hon); 5. Mike Krynoch (Yam).

**OTHG 38+ BEG:** 1. Dutch Nichols (Yam); 2. Alan Stephens (Hon); 3. Darrell Burr (Hon); 4. Raymond Goins (Kaw); 5. Pete Davis (Hon).

**OTHG NOV:** 1. Mike Taylor (Hon); 2. Chris Lazzarino (Hon); 3. Keith DiVirgillo (Suz); 4. Rich Kroske (KTM); 5. Eric Elvin (Hon).

**OTHG 38+ NOV:** 1. Phil Douglas (KTM); 2. Mark Mitzel (Hon); 3. Stan Slate (Yam); 4. Dale Mathers (KTM); 5. David McCandless (Hon).

**OTHG INT:** 1. George Pritchett (Kaw); 2. Bobby Tabag (Kaw); 3. Pat LeForge (Suz); 4. Bob Mitchell (Hon); 5. Robert Woehrle (Hon).

**OTHG 38+ INT:** 1. John Traverso (Yam).

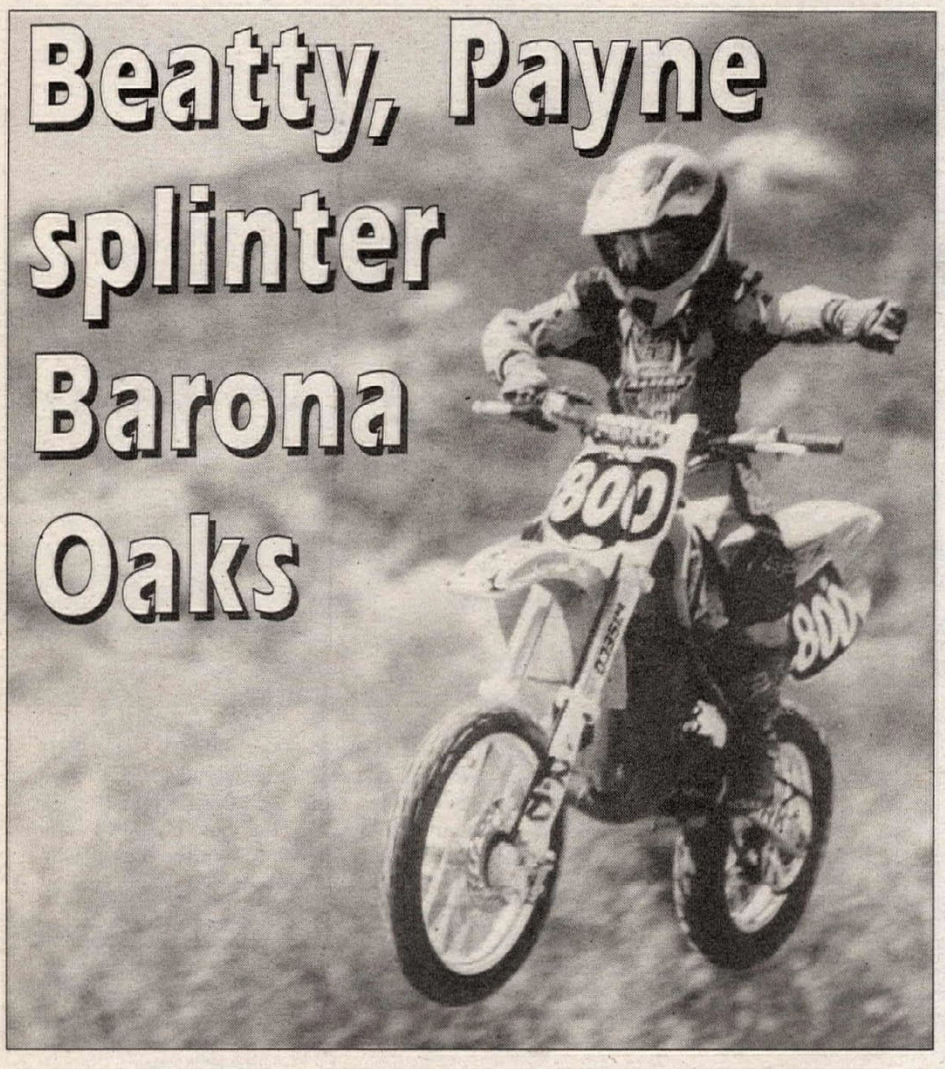
**OTHG EX:** 1. Pat Sparks (Hon); 2. Greg Lepesh (Hon); 3. Mike Renner (Hon); 4. Shawn Fisher (Yam); 5. John Handelin (Suz).

**OTHG 38+ EX:** 1. Terry Huffer (KTM); 2. Mark Avery (Suz); 3. Pete Davis (Hon); 4. Alex Chellew (Yam); 5. Rob Dresser (Yam).

**OTHG PRO:** 1. Randy Pockrandt (Kaw); 2. Don Mendenhall (Hon); 3. John Moore (Hon).

**OTHG WMN:** 1. Amy Pilgrin (Yam).

# Beatty, Payne splinter Barona Oaks



**Michael Alessi (800) won both the 60cc (7-11) and 80cc (7-11) classes to become a double Grand Prize winner at the CMMC Mini Nationals at Barona Oaks Raceway in Ramona, California.**

**By Homer Eubanks**
**Photo by Jennider Dunn**

RAMONA, CA, SEPT. 5

The 14th annual CMMC Mini Nationals, held at Barona Oaks Raceway, distributed more than $30,000 in prizes among the 271 entrants. Of the 32 classes, 15 of the Stock-class winners each took home a full-suspension Trek mountain bike valued at $1000. The event was co-sponsored by SMP and KTM Sportcycles. In addition, $2000 was split between the 125 and 250cc Pro purses in addition to the existing 100-percent payback of Pro entry fees. Tim Beatty took home most of the 125cc Pro money, while Billy Payne captured the 250cc purse. In the Mini division, Chris Plouffe and Michael Hall both won new 65cc KTMs. Double class Grand Prize winners included Mike Alessi in the 60cc (9-11) Stock and 80cc (7-11) Stock classes; Jesse Casillas in 80cc Expert and Supermini; Richard Albach in 125cc (12-15) and 125cc Novice Stock; Billy Laninovich in 125cc (16-25) and 125cc Intermediate; and Chris Wheeler in 125cc Expert and 250cc Expert. The other overall grand-prize winners included Travis Christensen in 60cc (0-8) Stock; Bobby Romero in 80cc Novice Stock; Jarred Brown in 80cc Intermediate; Ken Johnson in 250cc Novice; and R.J. Thompson in 250cc Intermediate Stock.

Billy Payne rode his Kawasaki to the 250cc Pro victory, though Chris Wheeler dominated the first moto. Payne managed to match Wheeler's pace but couldn't close in for a pass. In the second moto, Payne absconded with the holeshot, while Wheeler found himself back in fifth on the start. Wheeler had to pick his way through traffic and finally took the second spot with three laps remaining. Wheeler shadowed Payne's every move throughout the last lap but found Payne blocking his every effort.

In 125cc Pro action, Tim Beatty took home the serious money without winning a moto. In moto one, Beatty pressured Michael Sleeter throughout the moto but had to settle for second. Josh Tarantino was a close third. In moto two, Wheeler took the holeshot and didn't see Sleeter and Payne get tangled up, both flying over the handlebars. Wheeler set the pace, but Beatty was comfortable in second, knowing he had the overall money. Again, Tarantino crossed over third. Payne did not finish and Sleeter finished fifth.

In the 250cc Expert division, Wheeler took the overall by winning both motos. Sleeter was Wheeler's challenger in moto one but had to settle for second. Angelo Ingrande kept things together in moto two to fend off D.J. Umphres, who earned his pair of third-place finishes for third overall.

Wheeler also dominated the 125cc Expert class and again did it with repeat moto wins. Beatty made Wheeler earn the first-moto win, as Beatty took the holeshot. On the downhill section, Wheeler tripled into the whoops and doubled out in the lead. On the following lap, Beatty cut inside for the lead, but Wheeler again captured the lead in the same whoop section as before. In the second moto, Wheeler snatched the holeshot, and Beatty was kept busy fending off Sleeter, who took third overall with a pair of third-place finishes.

Ken Johnson took home the 250cc Novice grand prize by winning the second moto. In moto one, neither Johnson nor any of the other 25 riders could catch Joaquin Candia, who was deep in the pack off the start but charged his way to the front like a runaway train. In the following moto, Candia couldn't match the pace he had set earlier and finished in fifth. Johnson made his way to the front but again had to earn the win, with Cole Sleeter tracking his every move.

R.J. Thompson couldn't match the pace of Billy Laninovich in the first 250cc Intermediate moto and settled for second, but Thompson ended up the overall winner. Jon Meyers stayed with Thompson in both motos but couldn't find an opening. In the second moto, Laninovich again had holeshot honors. Laninovich pulled away from the pack early, but then he seized his motor. Thompson inherited the lead and was able to keep Meyers at bay for the overall.

Laninovich brought his broom to the Mini Nationals and swept the competition aside in both the 125cc (16-25) Stock and 125cc Intermediate classes. The closely matched 16-25 class had Jake Elkins second, Matt Condon third, Derek Chase fourth, and Chad Frank fifth. The Intermediate class got mixed up, as second-overall Elkins scored 4-2 on the day. Ross Garcia managed third in both motos, and Corey Macomber took fourth with his 2-4 showing.

In the 125cc (16-25) class, Macomber breezed through moto one unchallenged. Richard Albach, who took second, came back in moto two for the overall. Macomber pulled ahead of the pack and left the battle for second to Erick Meyer and third-place runner Albach. Macomber then washed out the front wheel while landing his Yamaha in front of the tower and got off hard. Macomber was able to remount still in the lead. Then, on the next lap, Macomber again dropped the Yamaha before the whoops, and both Meyers and Albach motored by. Macomber remounted and took the third spot, but Albach's pair of deuces did him in. Meyer had finished fourth in moto one and earned third overall.

In one of the best races of the weekend, Jesse Casillas and the younger Michael Alessi demonstrated what an 80cc bike can do. In the 80cc Expert class, Casillas was first off the line, with Alessi third behind the NCY-mounted Tyler Duncan. Alessi took second by tripling the 70-foot infield jump. It appeared Casillas had it in the bag as he put some real estate between himself and Alessi. Just as he began putting the final stitches on his winning effort, Casillas caught a rut in a right-hander and saw his lead unravel as Alessi rode by. Casillas was still able to catch up to Alessi in a couple of laps. From this point, the two were glued together in every turn and over every jump. The next time around, Casillas and Alessi were handlebar to handlebar, flying over the triple. Casillas made several passing attempts but Alessi was real stingy with the inside line - even when Casillas tried to share it. At the end of the moto, Casillas had to settle for second. Duncan held third. In the following moto, Casillas put the hammer down out of the gate and never looked back on his way to the checkered. Alessi again had to contend with Duncan but also tripled past on lap two.

Josh Navarro wanted to take home a grand-prize bicycle for his last ride on an 80 in the Intermediate class. Navarro started out right, winning the first moto, but a poor start in moto two dropped him back to third - where he stayed - to earn third overall. Jarred Browne had to follow David Meyers across in third in moto one but put it together off the gate in moto two. This time it was Meyers trailing Browne, with Navarro back in third. Meyers was able to pressure Browne for the lead early in the race but allowed Browne to get away in the later laps.

Michael Parker bested the effort of the other 12 riders in the first 80cc Novice Stock moto, with Bobby Romero taking a close second. Things turned around for Romero in the following moto, as he put his Kawasaki out front early. Romero had competition from Larry Reese for most of the race but kept his focus all the way to the checkered. Reese had finished third in moto one to earn third overall. Parker crossed over behind Reese for second overall.

Michael Alessi may not have had his way in all his races, but no one came near him in the 60cc and 80cc (9-11) Stock classes. Alessi took command of all four motos and quickly charged to the finish line to collect his new bicycles. Brad Masters earned second overall in the 60cc division with his 3-2 race effort. Trent Pugmire took third overall with his 3-2.

In a class of 12 60cc (0-8) Stock riders, no one could match the pace set by Travis Christensen, who first fought off the early charge of Donnie Kearney in moto one before taking the checkered flag. In the second moto, Kearney dropped back to third, hoping Michael Hall could match Christensen's charge, but Hall had to settle for runner-up. Kearney did take second overall with his 2-3 effort, with Hall's 4-2 showing earning third overall. CN

**Barona Oaks Raceway**
**Ramona, California**
**Results: September 5, 1999**

**INTRO TO MX:** 1. Nick Reasoner (Yam); 2. Nathan Dunn (Hon); 3. Collin Cunningham (Yam); 4. Tyler Herrmann (Yam).

**F/T:** 1. Cody Ocheltree (KTM); 2. Connor Hart (KTM); 3. Sean Quintanilla (KTM); 4. Tiffany Neville (Lem); 5. Carlos Don Jr. (KTM).

**P/W (0-6) STK:** 1.Chris Plouffe (KTM); 2. Dakota Garner (Cob); 3. Ty Keenom (Cob); 4. Nick Garza (Cob); 5. Dylan Schmoke (KTM).

**P/W (0-6) MOD:** 1. Dakota Garner (Cob); 2. Ty Keenon (Cob); 3. Chris Plouffe (KTM); 4. Dylan Schmoke (KTM); 5. Kyle Corfman (Cob).

**P/W (7-8) STK:** 1. Michael Hall (Cob); 2. Trevor Reis (Cob); 3. Donnie Kearney (KTM); 4. Johnny Jelderda (Lem); 5. Christopher Lounsbury (Cob).

**P/W (7-8) MOD:** 1. Michael Hall (Cob); 2. Trevor Reis (Cob); 3. James Frigo Jr. (Cob); 4. Johnny Jelderda (Lem); 5. Michael Truglia (Cob).

**JR CYCLE BEG:** 1. Eric Fischer (Kaw); 2. Brad Hurley (Kaw); 3. Anthony Quintero (Kaw); 4. Kyle Hurley (Kaw).

**60 (0-8) STK:** 1. Travis Christensen (Kaw); 2. Donnie Kearney (KTM); 3. Michael Hall (Kaw); 4. Terren O'Dell (Kaw); 5. Cody Tithof (KTM).

**60 (0-8) MOD:** 1. Travis Christensen (Kaw); 2. Terren O'Dell (Kaw); 3. Jonathan Horgan (Kaw); 4. Drake Plageman (KTM).

**60 (9-11) STK:** 1. Mike Alessi (Kaw); 2. Brad Masters (Kaw); 3. Trent Pugmire (Kaw); 4. Casey Huntley (Kaw); 5. Adrian Fuller (KTM).

**60 (9-11) MOD:** 1. Trent Pugmire (Kaw); 2. Brad Masters (Kaw); 3. Andy Straight (KTM); 4. Casey Huntley (Kaw); 5. Adrian Fuller (KTM).

**80 (7-11) STK:** 1. Mike Alessi (Kaw); 2. Anthony Charette (Yam); 3. Brad Masters (Kaw); 4. Marc Abernathy (Hon); 5. Jarred Browne (Yam).

**80 NOV STK:** 1. Bobby Romero (Kaw); 2. Michael Parker (Hon); 3. Larry Reese Jr. (Kaw); 4. Brock Harden (Yam); 5. Justin Noble (Kaw).

**80 NOV MOD:** 1. Bobby Romero (Kaw); 2. Justin Noble (Kaw); 3. Brock Harden (Yam).

**80 INT:** 1. Jarred Browne (Yam); 2. David Meyers (Hon); 3. Josh Navarro (Kaw); 4. Joey Navarro (Kaw); 5. Robert Memoli (Yam).

**80 INT MOD:** 1. Steven Cerda (Yam); 2. Brad Masters (Kaw); 3. Robert Memoli (Yam).

**S/MINI:** 1. Jesse Casillas (Yam); 2. Tyler Duncan (Yam); 3. David Meyers (Hon); 4. Josh Navarro (Kaw); 5. Ben Ramsaran (Yam).

**80 EX:** 1. Jesse Casillas (Yam); 2. Mike Alessi (Kaw); 3. Tyler Duncan (Yam); 4. Ben Ramsaran (Yam); 5. Kenny Laninovich (Yam).

**125 (12-15):** 1. Richard Albach (Yam); 2. Corey Macomber (Yam); 3. Erik Meyer (Yam); 4. Steven Haughelstine (Yam); 5. Mickey Griffin (Yam).

**125 (16-25) STK:** 1. Billy Laninovich (Yam); 2. Jake Elkins (Yam); 3. Matt Condon (Yam); 4. Derek Chase (Yam); 5. Chad Frank (Yam).

**125 NOV STK:** 1. Richard Albach (Yam); 2. Cory Criss (Yam); 3. Chris Livingston (Yam); 4. Chad Gaumer (Hon); 5. Brandon Hamlett (Yam).

**125 INT:** 1. Billy Laninovich (Yam); 2. Jake Elkins (Yam); 3. Ross Garcia (Yam); 4. Corey Macomber (Yam); 5. Matt Condon (Yam).

**125 EX:** 1. Chris Wheeler (Yam); 2. Tim Beatty (Yam); 3. Michael Sleeter (Yam); 4. Chris Barrett (Suz); 5. OscarValdez (Yam).

**250 NOV:** 1. Ken Johnson (Suz); 2. Jim Schmidutz (Kaw); 3. Joaquin Candia (Yam); 4. Cole Sleeter (Yam); 5. Steve Slade (Hon).

**250 INT:** 1. R.J. Thompson (Kaw); 2. Jon Meyers (Kaw); 3. Bryan Bruno (Yam); 4. Billy Laninovich (Yam); 5. Del Ocheltree (Suz).

**250 EX:** 1. Chris Wheeler (Yam); 2. D.J. Umphres (Yam); 3. Michael Sleeter (Yam); 4. Angelo Ingrande (Suz); 5. Todd Mitchell (Suz).

**VET BEG:** 1. Bruce Alan Evenson (Kaw); 2. Scott Davis (Yam); 3. Tony Williams (Yam); 4. Dewayne Smith (Kaw).

**VET NOV:** 1. Dawson Leachman (Suz); 2. Doug Rumer (Kaw); 3. Tim Dunaway (Suz).

**VET INT:** 1. Randy Rush (Hon); 2. Greg Luck (Hon); 3. Ken Lurcook (Suz).

**VET EX:** 1. Scott Harden (KTM).

**OPEN:** 1. D.J. Umphres (Yam); 2. Bryan Bruno (Yam); 3. Scott Harden (KTM); 4. Deron Stidman (Kaw); 5. Terry Kennedy (Kaw).

**WMN:** 1. Aubriana Dunn (Yam); 2. Candice Motshagen (Yam); 3. Elizabeth Bash (Yam); 4. Sharlin Humphreys (Yam).

**ALBEE WINS 1999 AMA 250 NATIONAL MOTOCROSS CHAMPIONSHIP.** To go along with his three World Championships, Suzuki's Greg Albertyn adds an AMA 250

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# Fisher lands the crown

By Clay Light

MADRAS, OR, SEPT. 11

Warren, Oregon's Rex Fisher, the National number-12 plate holder, was the dominant Expert-class rider at the Andy Tresser and Ricky Graham Memorial/Oregon State Dirt Track Championship, held at the Madras Speedway in central Oregon. Fisher swept the 600cc Expert class with his heat, Dash For Cash and main-event victories.

It was only fitting that Fisher, Oregon's highest-ranked AMA Professional rider, would be crowned Kingfish for 1999, although two riders gave it their all to keep Fisher from taking the laurels: Washington's J.P. Simonsen and Oregon's Ryan Anderson, who were the second- and third-place finishers.

Washington riders swept the podium positions in the 600cc Pro-Sport, led by class dominator Kurt Hawk, who scored his seventh consecutive win in the class, finishing ahead of Brian McGonigal and Eric Beers. Hawk felt right at home on the high-banked quarter-mile oval (long dubbed the "Lodi of the Northwest"), and, like Fisher, he won his heat, the Dash For Cash and also the main event.

Simonsen, best known for his TT prowess, led the lone Expert qualifier, but it didn't take long for Fisher to work past him and record a win ahead of Simonsen, Anderson and rookie Expert Aaron Weston.

The top four riders from the lone eight-rider qualifier - Fisher, Simonsen, Anderson and Weston - lined up for the four-lap, winner-take-all Expert Dash For Cash. Simonsen again ran out front, coming from a row-two penalty to lead Fisher into turn one, but then Fisher grabbed the lead and was never challenged, taking the win ahead of Simonsen and Anderson.

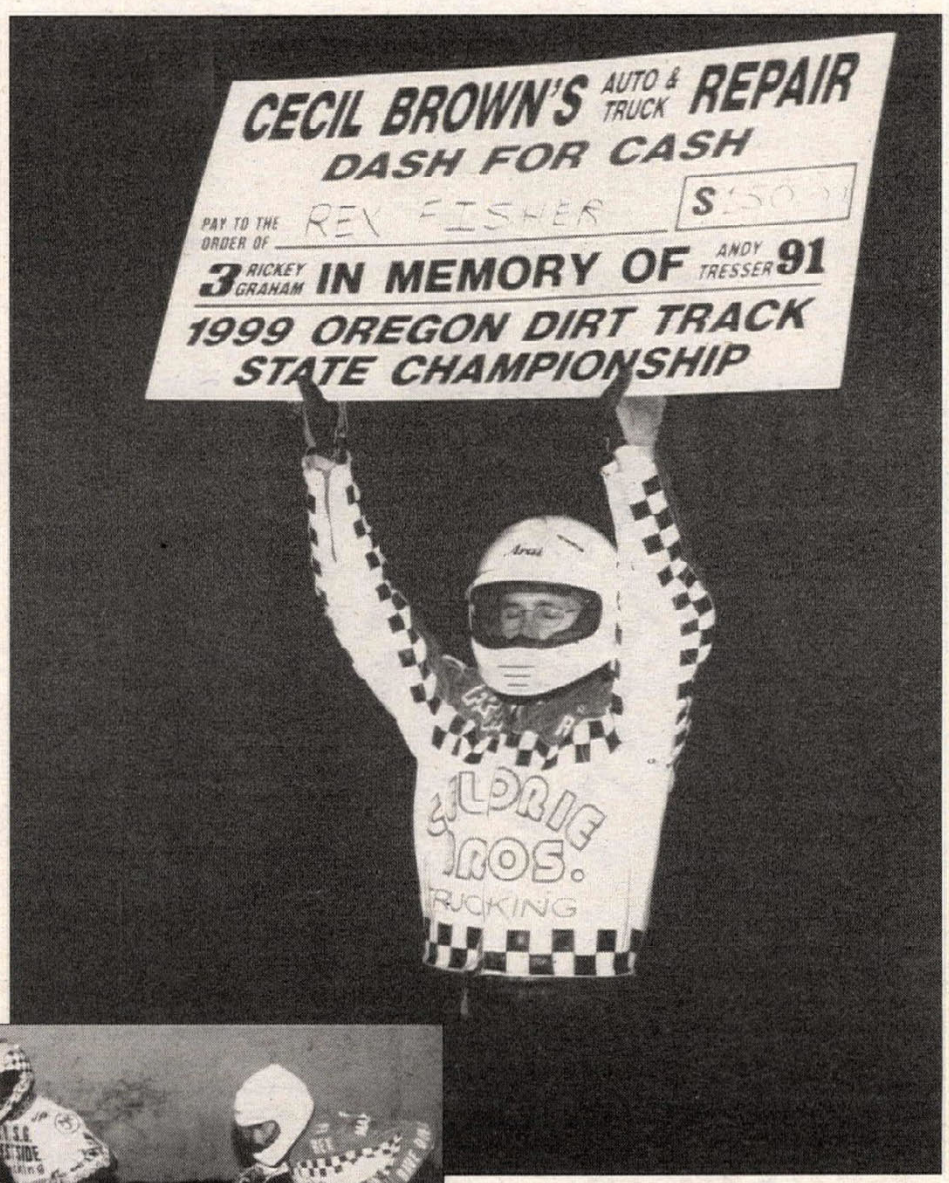
Hawk's win in the Pro-Sport Challenge was a wire-to-wire one for the Preston, Washington, rider, who led Beers, McGonigal and Bob Rosie to the line.

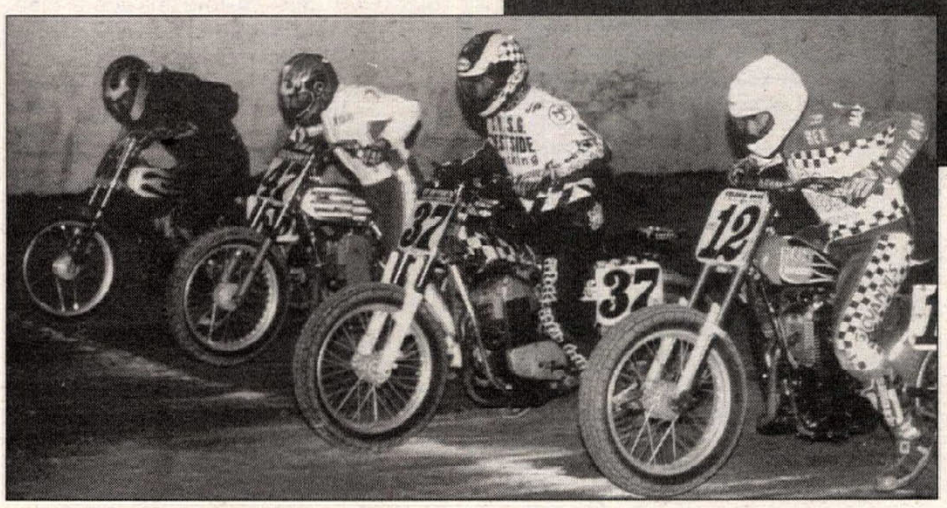
Washington riders J.D. Beach and Jacob Lehman have spent much of this season in a side-by-side configuration in the 50cc Senior and Modified classes, and tonight was the same. In the 50cc Senior final, Beach and Lehman drafted back and forth for eight laps before the race went in Beach's favor by less than a wheel at the line.

The 50cc Modified final was reminiscent of the 50cc Senior final, although AMA National 50cc Champion Evan Aronson was thrown into the fold to spice things up a bit. The Wasp-mounted Aronson stole the lead from the fast-starting Lehman and then put several bike lengths on Beach and Lehman. Beach got the draft on his fellow Cobra rider coming out of the final turn to again beat Lehman, although this time it was for the second-place laurels, behind Aronson.

Oregon's Nick Ohge is quickly establishing himself as the dominant rider in the 80cc class, and for the first time this season he scored a two-class decimation on his own turf. Ohge picked up his first win in the 80cc DTX class, besting Derrick Oquist, his seasonlong rival, by two bike lengths at the finish. Third place went the way of Kenneth Hansen.

Ohge was but a blur at the start of the eight-rider, two-row 80cc A main, leaving the competition well behind him early on. Ohge got lucky this time, however, as Oquist and Sam Halbert were buried midpack, which aided in Ohge's easy win (one which finalized his two-class sweep) and allowed Hansen to net second in an impressive ride.



(Above) Rex Fisher won the 600cc Expert class and the Expert Dash For Cash at the Oregon State Dirt Track Championship, which was also the Andy Tresser/Ricky Graham Memorial race.
(Left) At Madras Speedway, Rex Fisher (12), J.P. Simonsen (37), Ryan Anderson (47) and Aaron Weston (66) lined up for the Expert Dash For Cash. They finished in the same order.

Nick Sellers was one of the two double class winners of the evening, picking up wins in the 250cc and Open DTX finals, although he did feel some heat from Mitchell Pierce in both contests. Pierce led the 250cc A final for several laps before Sellers managed to sneak a wheel past him; the two then left the rest of the field well behind to take the top two positions, ahead of Jason Rosie. Pierce challenged Sellers early in the DTX final, but Jerry Hansen, who had earlier won the 125cc final, scrambled up the order by putting his 125cc Honda into second behind Sellers in the eight-lap final.

Vince Holt, the AMA District 27 Over 40 Champion, sat on the pole position for the eight-rider Over 40 final, where he lined up beside fellow heat winner Gary Moore. Oregon's Allen Morinville grabbed the lead at the start, followed by Doug Coughtry, Holt, Moore and Craig Renfro. It didn't take long for Holt to put his Rotax ahead of Coughtry, but it was four laps before Holt got around Morinville, and he took the win ahead of Morinville, Coughtry, Moore, Renfro and BSA-mounted Chuck Hodson.

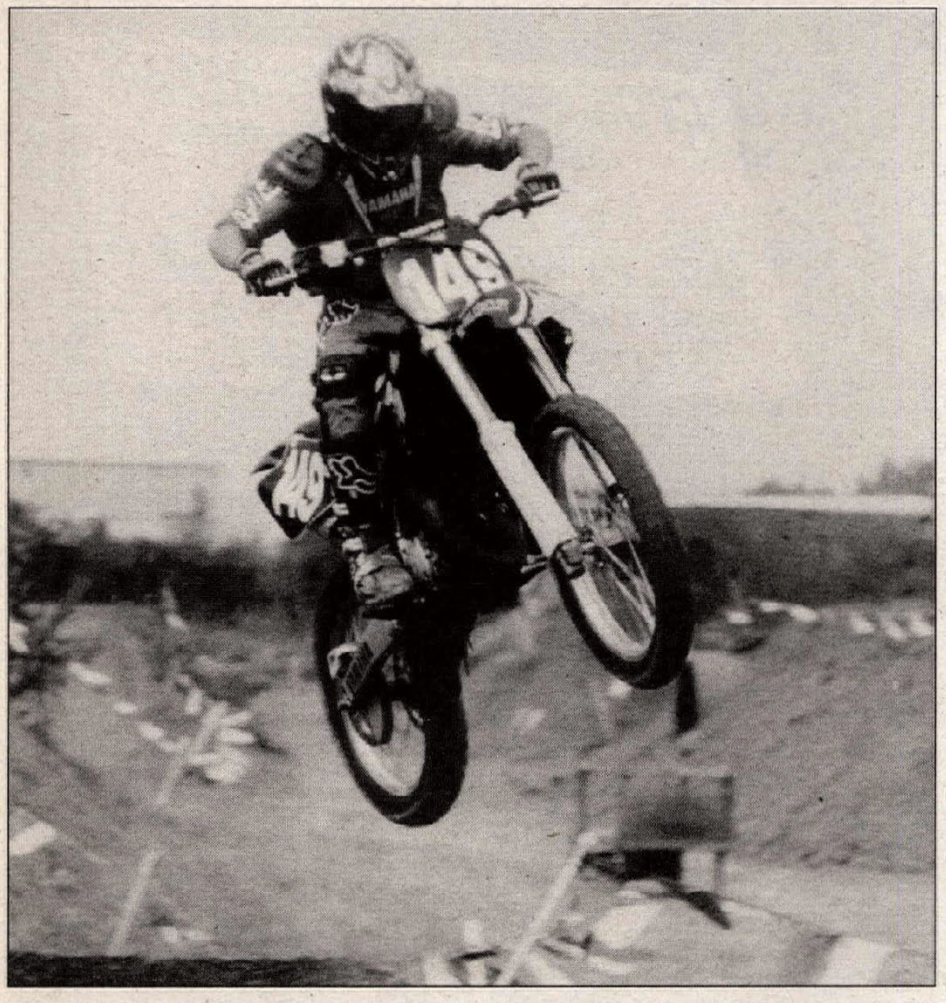
Triumph riders Steve Kendig and Gary Beach put on an incredible display of speed and dicing for positions in the Open Pro Twin class. Last year, the victory in this class went to former AMA Expert Kendig, but AMA district Open Twin Champion Beach wanted badly to add this win to his portfolio. Kendig led for several laps, but Beach shoved a wheel past Kendig, and then Kendig couldn't recover. They finished ahead of Jason Parks and Dick Slusher.

In an attempt to speed up the program (as curfew was rapidly approaching), the 600cc Expert and Pro-Sport riders were combined for the evenly split 12-rider final. Fisher sat on the pole for the 15-lap main, while Hawk would face his toughest challenge yet in his short span as a professional rider, as another of the veteran Expert riders, Simonsen, sat next to Hawk. This didn't shake up Hawk at all, as the 17-year-old put his new C&J-framed ATK out in front of Fisher, Simonsen and Anderson. Hawk, though, was quickly displaced by the National-numbered trio.

Fisher pulled away and led from lap two to the finish. This left Simonsen and Anderson to squabble for runner-up - a position which Simonsen maintained to the finish, with Anderson attached to his rear wheel. Hawk lost ground to McGonigal in a battle for the Pro-Sport lead, although late in the final Hawk managed to get it back. Hawk forced McGonigal to ride up high, slicing his way past McGonigal with three laps remaining to finish fourth behind Fisher, Simonsen and Anderson, but ahead of McGonigal, Beers, George Prindiville, Rosie, Troy Renfro and Dick Wall. CN

**Madras Speedway**
**Madras, Oregon**
**Results: September 11, 1999**

**50 JR:** 1. Tyler Meade (ATK).
**50 SR:** 1. J.D. Beach (Cob); 2. Jacob Lehman (Cob).
**50 MOD:** 1. Evan Aronson (Wsp); 2. J.D. Beach (Cob); 3. Jacob Lehman (Cob).
**60 A:** 1. Elliot Oquist (Kaw); 2. Chris Celorie (Kaw); 3. Evan Aronson (Kaw).
**80 DTX:** 1. Nick Ohge (Hon); 2. Derrick Oquist (Hon); 3. Kenneth Hansen (Hon).
**80 A:** 1. Nick Ohge (Hon); 2. Kenneth Hansen (Hon); 3. Elliot Oquist (Hon).
**125:** 1. Jerry Hansen (Hon); 2. Amy Pruczinski (Yam); 3. Mitchell Pierce (Suz).
**250:** 1. Nick Sellers (Hon); 2. Mitchell Pierce (Hon); 3. Jason Rosie (Suz).
**DTX:** 1. Nick Sellers (Hon); 2. Jerry Hansen (Hon); 3. Jacob Currey (Hon).
**OPEN:** 1. Bob Rosie (Rtx); 2. Tim Ricketts (Hon); 3. Ray DeFord (Rtx).
**30+ 250:** 1. Brett Weston (Hon); 2. Gary Moore (Suz).
**30+ OPEN:** 1. Allen Morinville (Rtx); 2. Neil Giertsen (Hon); 3. Kim McKillop (Yam).
**40+ A:** 1. Vince Holt (Rtx); 2. Allen Morinville (Rtx); 3. Doug Coughtry (Yam).
**VINT OPEN:** 1. Bob Ingle (Yam); 2. Brett Weston (Yam); 3. Ed Derda (Hon).
VINT TW: 1. Gary Beach (Tri); 2. Steve Kendig (Tri).
**600 EX:** 1. Rex Fisher (W-R); 2. J.P. Simonsen (Rtx); 3. Ryan Anderson (W-R); 4. Dick Wall (Rtx); 5. Aaron Weston (Rtx).
**600 PRO-SPT:** 1. Kurt Hawk (ATK); 2. Brian McGonigal (Rtx); 3. Eric Beers (W-R); 4. George Prindiville (Rtx); 5. Bob Rosie (Rtx).
**EX DFC:** 1. Rex Fisher (W-R); 2. J.P. Simonsen (Rtx); 3. Ryan Anderson (W-R); 4. Aaron Weston (Rtx).
**PRO-SPT DFC:** 1. Kurt Hawk (ATK); 2. Eric Beers (W-R); 3. Brian McGonigal (Rtx); 4. Bob Rosie (Rtx).



Jason Petersen picked up a win in the 125cc Beginner class at the second round of the CMC Trans-Cal Pacific Northwest Series, held at Albany Motorsports Park in Oregon.

**CMC Trans-Cal Pacific Northwest**
**Round 2: Albany Motorsports Park**

# Springsteen, Keeney clobber 'em

**By Clay Light**

ALBANY, OR, AUG. 29

Honda-mounted Matt Springsteen and Kawasaki and Honda rider Justin Keeney were among the 30 overall class winners at round two of the CMC Trans-Cal Pacific Northwest Series, held at the Albany Motorsports Park.

Keeney clobbered the competition in the combined 80cc age-group classes, picking up the win in the 9- to 11-year-old division. Springsteen was the winner of the Before The Hill and 250cc Intermediate classes. The day's top Professional performer was Mike Corder.

Yamaha-mounted Eric Nye won the first combined 80cc moto, which included riders from 9 to 16, but his moto victory came by virtue of the misfortune that befell the diminutive Keeney, who was well on his way to a victory when he crashed after tangling with lapped riders, while Nye rode on to victory. Keeney did, however, remount in time to salvage a win in the 9-11 class, trailing the 14-16-class winner, Nye, but finishing ahead of a large field of heavy hitters, led by Kenny Webster, the winner of the 12-13 class.

In moto two, Honda-mounted Keeney motored to the head of the field, chased by Nye, David Rose, Webster, Ryan Villopoto, Tyler Fick and Washington's Lars Trulson Jr. Keeney was never seriously challenged and he netted the 9-11 class overall, beating the 14-16-class winner, Nye, and Webster, who was also an overall winner, posting a win in the 12- to 13-year-old division.

Dean Johnson sought and received revenge for a loss at the previous round in the Over 40 Pro class, beating Washington's Ted DeVol in both outings. DeVol finished with a 2-2 tally, although he rode in Johnson's shadow for the majority of both motos. Husaberg rider Tim Sullivan nabbed the final spot on the rostrum with his 3-3 consistency to lead Honda-mounted Mitch Kirkpatrick and Yamaha rider Jim Parks into the top five.

In the combined Over 40 Amateur class, Dave Shepard scored a convincing win in moto two, one which would relegate the first-moto winner, Ron Williams, to second overall. KTM-mounted John Gussenhoven's 3-3 earned third ahead of Bill Graves' 4-4 placings and Dan Schaffer, who was fifth with 6-5 showings.

Team Green/Pro Circuit-backed Mike Corder went on a two-class rampage much like he did at the series opener, although due to a lack of contingencies, the remainder of the Professional riders had left town, leaving Corder to fend off a large amount of Intermediate riders before taking his double win.

Corder had tough competition from a pair of Intermediate riders in his 125 and 250cc Pro-class wins. Springsteen was not far off Corder's pace for much of the first 250cc Pro/Intermediate-class moto. While Springsteen eventually faded to some six seconds behind Corder, he did put considerable ground on Californian Evan Laughridge, J.R. Vielle, Ryan Metzler and Mike Smith.

Springsteen also initially challenged Corder at the drop of the gate in moto two, but this time Corder checked out on the competition, again leaving a large gap between himself and the impressive Springsteen, who in turn put ground between himself and Laughridge, who was the second-place finisher in the Intermediate class, ahead of Metzler, who finished third after making a last-lap pass on Vielle.

"I took the outside line going into the last turn and I got pinched off," Vielle said. "It was a good, close race."

Vielle (3-4) finished fourth, followed by Yamaha YZ400F-mounted Nick Foister (6-5).

Corder did similar damage in the 125cc Intermediate class, in which he also was the lone Pro, hounded by Springsteen early on. Springsteen, though, would crash late in the moto, riding the remainder of the race without a clutch lever - a performance which would net him fourth Intermediate. After Springsteen's demise, Yamaha rider Mike Scheel took control, only to lose out to both Laughridge and Ryan Metzler, who all trailed Corder to the finish by a large margin.

Corder finalized his two-class sweep with a win in moto two, leading Springsteen to the line. Springsteen, though, lost out in his bid for three overall wins, as his first-moto fourth-place finish only garnered him second overall, behind the impressive Laughridge but ahead of Metzler, Smith and Raym Conkey.

Yamaha-mounted Jason Petersen scored a convincing win in moto two of the 125cc Beginner class, enabling him to take the overall win ahead of fellow YZ pilot Lucas Buyas and the winner of the first moto, Ryan Thompson. Jimi Blackwell finished fourth via 4-5 placings, followed by Brian Morris (7-4).

Nye, like Springsteen and Corder, was among the few double class winners on the day. Nye's second win came a bit easier than his first, although he did have tough competition in the form of Rose, Keeney, SMP's Fick and Webster in his Supermini-class overall win. **CN**

**Albany Motorsports Park**
**Albany, Oregon**
**Results: August 29, 1999 (Round 2)**

**P/W (4-6):** 1. Nickolas McMillen (Cob); 2. Glenn Prestholt (Cob); 3. Steele Angle-Davidson (Cob); 4. Tyler Holweger (KTM).
**P/W (7-8):** 1. Tommy Weeck (Cob); 2. Gared Steinke (Cob); 3. Landon Currier (Cob); 4. Austin Rose (KTM).
**60 BEG:** 1. Tommy Weeck (Kaw); 2. Tyler Hayes (Kaw); 3. Gared Steinke (KTM); 4. Justin Duran (Kaw); 5. Nick Randklev (KTM).
**60 JR:** 1. Jared Wood (Kaw); 2. Kyle Thompson (Kaw).
**60 SR:** 1. Ryan Villopoto (Kaw); 2. Bryar Perry (Kaw); 3. Ajay Olinger (Kaw); 4. Jacob Kannada (Kaw); 5. Matthew Strobeck (Kaw).
**80 BEG:** 1. Jason Laudermilk (Kaw); 2. Thomas Hayes (Hon); 3. Jared Wood (Yam); 4. Kyle Laudermilk (Kaw); 5. Evan Harrison (Yam).
**80 (9-11):** 1. Justin Keeney (Hon); 2. Ryan Villopoto (Yam); 3. Todd Nelson (Kaw); 4. Bryar Perry (Kaw).
**80 (12-13):** 1. Kenny Webster (Kaw); 2. Cody Buyas (Kaw); 3. Kenny Shelton (Yam); 4. Mason Watson (Kaw); 5. Jeffrey Harrison (Kaw).
**80 (14-16):** 1. Eric Nye (Yam); 2. Tyler Fick (Kaw); 3. David Rose (Kaw); 4. Lars Trulson (Yam); 5. Chris Leiby (Yam).
**S/MINI:** 1. Eric Nye (Yam); 2. David Rose (Kaw); 3. Justin Keeney (Hon); 4. Tyler Fick (Kaw); 5. Kenny Webster (Kaw).
**125 BEG:** 1. Jason Petersen (Yam); 2. Lucas Buyas (Yam); 3. Ryan Thompson (Hon); 4. Jimi Blackwell (Suz); 5. Brian Morris (Yam).
**125 JR:** 1. Kyle Versteeg (Yam); 2. Keith Kadell (Suz); 3. Dan Sobole (KTM); 4. Steve Miller (Suz); 5. Marc Miller-Jones (Suz).
**125 INT:** 1. Even Laughridge (Suz); 2. Matt Springsteen (Hon); 3. Ryan Metzler (Suz); 4. Mike Smith (Suz); 5. Raym Conkey (Kaw).
**125 PRO:** 1. Mike Corder (Kaw).
**250 BEG:** 1. Brent Pahls (Hon); 2. Jared Jorgensen (Yam); 3. Kevin Larsen (Kaw); 4. Duane Helterline (Hon); 5. Erick Baum (Yam).
**250 JR:** 1. Steve Miller (Suz); 2. Nick Metzler (Suz).
**250 INT:** 1. Matt Springsteen (Hon); 2. Evan Laughridge (Suz); 3. Ryan Metzler (Suz); 4. Junior Vielle (Suz); 5. Nick Foister (Yam).
**250 PRO:** 1. Mike Corder (Kaw).
**OPEN AM:** 1. Nick Foister (Yam); 2. Richard Tunnell (Yam); 2. Jason Parks (Yam).
**BTH JR:** 1. Kyle Versteeg (Yam); 2. Joe Loiselle (Suz); 3. Mark Bunker Jr. (Yam); 4. Jason Staley (Suz); 5. Brandon Sinden (Kaw).
**BTH INT:** 1. Matt Springsteen (Hon); 2. Keith Ford (Kaw); 3. Michael Scheel (Yam); 4. Raym Conkey (Kaw); 5. Andy Sandall (Suz).
**UTH JR:** 1. John Thayer (Yam); 2. Dane Batty (KTM).
**UTH INT:** 1. Ed Smith (Suz); 2. Chris Bennett (Suz); 3. Jeff Rands (Kaw).
**OTH BEG:** 1. Bill Graves (Yam); 2. Edwin Crippen (Suz); 3. Daryl Honeycutt (KTM); 4. Bob Harrison (Hon); 5. Jack Talbot (Yam).
**OTH JR:** 1. Brad Clossen (Yam); 2. Curtis Paulson (Kaw).
**OTH INT:** 1. Ed Smith (Suz) 2. Linc Linebaugh (Hon); 3. Dan Mathis (Yam).
**OTH PRO:** 1. Joe Casey (Hon).
**O/T MNY:** 1. Dean Johnson (Suz); 2. Ted DeVol (Suz); 3. Tim Sullivan (KTM); 4. Mitch Kirkpatrick (Hon); 5. Jim Parks (Yam).
**WMN:** 1. Heidi Koerschgen (Kaw).
**MINI OPEN:** 1. Jacob Kannada (Kaw); 2. Kyle Thompson (Kaw); 3. Matthew Strobeck (Kaw); 4. Mark Wolf Jr. (Kaw); 5. Tyler Wells (Lem).

**Missouri Hare Scrambles Championship**
**Round 10: Lake Creek**

# Leivan 'em in the dust

**By Frank Leivan**

COLE CAMP, MO, SEPT. 5

Although four rounds still remain in the Missouri Hare Scrambles Championship, the race for the number-one plate is already over. SCR/Yamaha rider Steve Leivan put the lock on the series title by pulling away in the late stages of round 10, scoring his eighth win of the season and thus claiming his seventh (and sixth consecutive) series championship.

"This year has been great," Leivan enthused after taking the checkered flag for the 52nd time in his career. "I've been on the podium every time and won a lot of races. A big thanks goes to my crew for all their help, to Yamaha for building a great bike, and to my sponsors, who make it possible."

Lake Creek played host to round 10 of the 14-event series. The night prior to the race, a thunderstorm dumped 1 1/2 inches of rain on the 9.5-mile course, though the trail was in perfect condition by track time. Lap times were just over 26 minutes for the leaders, resulting in a five-lap, two-hour-and-10-minute ride for Leivan.

Mike Windmann enjoyed his first holeshot of the season, with Leivan getting an uncharacteristically good start in second. Chris Nesbitt, in his first race back since suffering a broken foot, got going in third but couldn't maintain the pace of the leading duo and steadily dropped back, soldiering on to finish 10th.

Brandon Forrester moved through the AA class after dealing with a multiple-kick start. By the midway point of the opening lap, he was up to third, right on Leivan's rear fender.

At the conclusion of lap one, Windmann, Leivan and Forrester stormed through the scoring tent in tight formation, having already separated themselves from the rest of the pack by more than a minute. The top three remained a freight train for nearly four laps. Occasionally, one rider would bobble, allowing the other two to close the gap or pull away, although no passes took place for most of the event.

Halfway through the fourth lap, Forrester slipped by Leivan in a creek section by taking a straighter (though wetter) line. Once around Leivan, Forrester put the pressure on Windmann, who held on gamely for several miles before being slowed by a lapper, which allowed Forrester to move past and take his first lead of the race.

Forrester took the white flag only a couple of bike lengths ahead of Leivan's thundering WR400. Windmann was still close as well, in what was shaping up to be a great battle to the finish. However, just past the scoring tent, Forrester stopped for a splash of gas, which put

Leivan into the lead for the first time in the event. Windmann took over second, and Forrester got going a few seconds later.

"It looked like it was going to go right down to the end, but then Brandon pulled over and I was in front," Leivan said. "That was my cue to turn up the pace. I felt strong, had lots of energy left, and my bike was working awesome, so stepping it up wasn't too hard."

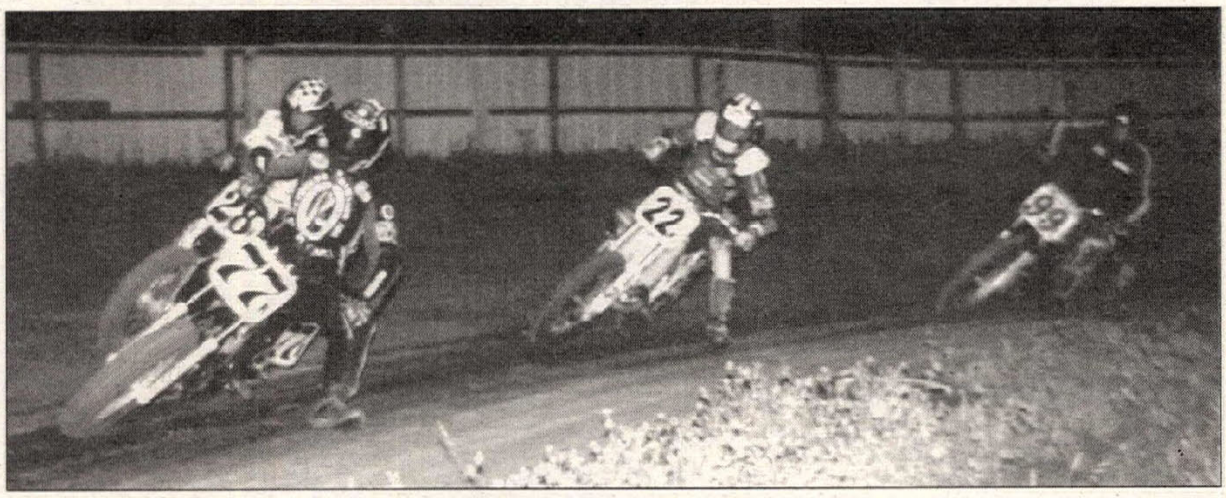
With a clear track in front of him and the championship in his grasp, Leivan pulled out all the stops on his final jaunt through the woods, turning in the fastest lap of the day, a 25:36 - more than a minute faster than the previous lap. When the checkers flew, the Dunlop/Answer/Pro Action/NGK-backed rider had claimed the overall win by a minute and 10 seconds.

Windmann held his pace the last lap and finished in the runner-up position, his best result in 1999. Forrester came in another minute back in third, for the fourth consecutive event. Fourth overall went to Jason Stegall, who rode his KX250 to the best finish of his career on the way to the 250cc B-class win. Dwight Maggard piloted his YZ400 to fifth overall, fourth AA. **CN**

**Lake Creek**
**Cole Camp, Missouri**
**Results: September 5, 1999 (Round 10 of 14)**

**O/A:** 1. Steve Leivan (Yam); 2. Mike Windmann (KTM); 3. Brandon Forrester (Yam); 4. Jason Stegall (Kaw); 5. Dwight Maggard (Yam); 6. Ryan Wuebbeling (Yam); 7. Tim Gibson (Yam); 8. Tanner England (Yam); 9. Bobby Duncan (Yam); 10. Chris Nesbitt (Yam).

**AA:** 1. Mike Windmann (KTM); 2. Brandon Forrester (Yam); 3. Dwight Maggard (Yam); 4. Tanner England (Yam); 5. Chris Nesbitt (Yam).



**At the Cambridge short-track event held at the Isanti County Fairgrounds in Minnesota, Eric Brouhard (77) stayed ahead of Randy Triplett (28), Verdeen Langland (22) and Willie Broten (99) to claim the Open Pro victory.**

**A:** 1. Ryan Wuebbeling (Yam); 2. Bobby Duncan (Yam); 3. Gary Mittelberg (Yam); 4. Jon Simons (Yam); 5. Scott Harper (Yam).

**125 B:** 1. Nathan Looney (Yam); 2. Jason Dill (Kaw); 3. James Sloan (Yam); 4. Mike Schaefer (Hon); 5. Jody Smith (Suz).

**200 B:** 1. Steve Crews (Kaw); 2. Robert Armon (Kaw); 3. Pat Declue (KTM); 4. Cory Frericks (Kaw).

**250 B:** 1. Jason Stegall (Kaw); 2. Tim Gibson (Yam); 3. Matt Weis (Yam); 4. Joe Straatmann (Kaw); 5. Bryan Roy (Kaw).

**OPEN B:** 1. Mark Kendall (Suz); 2. David Dillingham (KTM); 3. Chris Sloan (KTM); 4. Karl Harris (Hon); 5. Duane Rambo (Hon).

**4-STRK B:** 1. Les Busenbark (Yam); 2. Gary Pilant (Hon); 3. Nick Crawford (Yam); 4. Joseph Armon (Hon); 5. John Acton (Hon).

**VET:** 1. Dave Berry (Yam); 2. Kevin Harman (Yam); 3. John Banes (Kaw); 4. Carl Dobson (KTM); 5. Robert Schmidt (KTM).

**SR:** 1. Bill Gold (Yam); 2. Brad Barnett (Yam); 3. Keith Kibort (Yam); 4. Jay Williams (KTM); 5. William Gorski (Hon).

**S/SR:** 1. Eric Hansen (Hon); 2. Jim Letellier (KTM); 3. Gerald Frericks (KTM); 4. Frank Leivan (Yam); 5. Mike McLain (Suz).

**250 C:** 1. Lars Valin (Hon); 2. Michael Hamilton (Yam); 3. Jake Johnson (Yam); 4. Chris Owens (KTM); 5. William Strawn (Suz).

**JR:** 1. Zach Mabery (Hon); 2. Sam Lawson (Hon); 3. Patrick Myers (Kaw); 4. Chris Hinkel (Suz); 5. Brad Taylor (Kaw).

**WMN:** 1. Michele Eidam (KTM); 2. Amanda Lappe (Kaw); 3. Kellie Crawford (Hon); 4. Rebecca Jackson (Kaw); 5. Sherri Declue (Kaw).

**TR:** 1. Ashley Blun (Hon); 2. Todd Hecht (KTM); 3. Darren Shenkel (Kaw); 4. Rusty Calloway (KTM); 5. Andrew Scott (Hon).

**Isanti County Fairgrounds Short Track**

## Brouhard blazes Cambridge

**By Tim McBride**

CAMBRIDGE, MN, AUG. 29

Expert dirt track racer/race promoter Eric Brouhard saved the best for last, piloting his Reynolds Printing-sponsored Rotax to an exciting Open Pro-class win during the final DTRA event of the season.

Brouhard led several laps of the Open Pro heat race, only to run out of gas during his high-speed venture. Open Pro rookie-of-the-year contender Willie Broten collected the win after holding off a hard-charging Randy Triplett and Verdeen Langland. Triplett was the first to congratulate the speedy teenager as they exited the track.

Between races, Brouhard made some important adjustments to his machine - such as refueling the gas tank - and pulled the holeshot. Triplett hounded him throughout the 15-lap final, with Langland and Broten in tow. Triplett made an exciting outside pass attempt as they reached the checkered flag, coming up a wheel's length short. More importantly, he finished ahead of defending champion Langland.

"Eric did what he had to do by protecting the line," Triplett said, "because there was really nowhere to pass out there. I did what I could. My job was to keep Verdeen behind me, because we are in a points battle."

After scoring his first big win of the season, Brouhard had high praise for his competitors.

"I just got lucky," Brouhard said. "To ride with guys of that caliber and to do well - it's just got to be luck."

There is also a close points chase in the Over 30 class, between Tim Gregory and Mike Ledin.

But it was Steve "The Thrill" Hill posting the win. Gregory did what he had to do by finishing just ahead of Ledin, who edged Richard Waschek for third place. After the race, Gregory talked about the points race.

"It keeps happening that way," Gregory said, "where I finish just ahead of Mike. I keep adding a couple more points. It's going to be close."

Gregory was lucky just to be racing after a terrible crash at Aitkin in which his Honda was virtually destroyed. Former vintage dirt track champion Jim Eastlee offered Gregory his 500cc Yamaha to ride for the rest of the season.

Richard Waschek earns the Most Improved Rider award by winning the Open Amateur and Stock Frame classes. Waschek is also a constant threat in the Vintage Single and Over 30 classes.

**Results**

MINI CHAIN: 1. Jacob Schleicher (KTM); 2. Natasha Bame (Yam); 3. Conner Anderson (Yam); 4. Charlette Morris (Yam); 5. Chris Laubersheimer (Suz).

MINI SHAFT: 1. Trevor Lind (Yam); 2. Natasha Bame (Yam); 3. Charlette Morris (Yam); 4. Chris Laubersheimer (Suz); 5. Conner Anderson (Yam).

60: 1. Jory Morris (Kaw); 2. Jeremy Anderson (Kaw); 3. Lee Mies (Hon); 4. Kevin Anderson (Kaw); 5. Nick Mataya (Kaw).

OPEN MINI: 1. Josh Koch (Hon); 2. Jacob Mataya (Yam); 3. Travis Henrichs (Yam); 4. Lee Mies (Hon); 5. Travis Waschek (Hon).

80: 1. Josh Koch (Hon); 2. Travis Henrichs (Yam); 3. Travis Waschek (Hon); 4. Lee Mies (Hon); 5. Brandon Doudt (Hon).

BEG: 1. Brad Banister (Kaw); 2. Troy Solnitsky (Suz) 3. Paul Wrench (Yam).

250 AM: 1. Adam Henrichs (Yam); 2. Willie Broten (Kaw) 3. Troy Johnson (Yam); 4. Troy Solnitsky (Suz); 5. Brad Banister (Kaw).

OPEN AM: 1. Richard Waschek (Yam); 2. Adam Henrichs (Yam); 3. Cory Kleven (Rtx); 4. Steve Hill (Hon); 5. Brad Banister (Kaw).

STK FRM: 1. Richard Waschek (Yam); 2. Bob Becker (Yam); 3. Rick Anderson (Yam); 4. Steve Doty (Yam).

VINT SGL: 1. Steve Doty (Yam); 2. Bob Herman (Yam); 3. Richard Waschek (Yam); 4. Lloyd Turner (Yam); 5. Matt Mattson (Yam).

VINT TW: 1. Buzz Arndt (Yam); 2. Dave Koch (Hon) 3. Fred Prudhomme (Tri).

30+: 1. Steve Hill (Hon); 2. Tim Gregory (Yam); 3. Mike Ledin (Yam); 4. Richard Waschek (Yam); 5. Bob Becker (Yam).

40+: 1. Buzz Arndt (Rtx); 2. Bob Herman (Yam); 3. Dave Koch (Hon); 4. Lloyd Turner (Rtx); 5. Matt Mattson (Yam).

50+: 1. Buzz Arndt (Rtx); 2. Dave Koch (Hon); 3. Lloyd Turner (Rtx); 4. Gaylord Ladwig (Kaw); 5. Bob Reynolds (Yam).

OPEN PRO: 1. Eric Brouhard (Rtx); 2. Randy Triplett (Rtx); 3. Verdeen Langland (Hon); 4. Willie Broten (Rtx).

Carlsbad Raceway

## Alessi conquers Carlsbad

**By Kirk Chandler**

CARLSBAD, CA, AUG. 21

With the entire mini pack in his wake, Mike Alessi manhandled his KX80 around the high-speed Carlsbad circuit. Alessi won both 80cc Open motos, though he was hounded all day by CMXR's top mini pilot, Zac Wray.

The first-moto holeshot went to Alessi. He was followed by Corey Gustafson and Mateo Saffon. Wray was mired midpack and was getting readjusted to riding his 80 after just completing his first-ever 125cc Novice moto. Wray sliced his way through Saffon and Gustafson, and then set his sights on Alessi. Alessi was railing, overjumping the infield tabletop by 30 feet and barely stopping in time for the next hairpin corner. Wray was on a mission and didn't want to be beaten on his home track, and he didn't care who was in front of him. He put his head down and muscled his YZ80 through the roughest lines and depleted Alessi's lead considerably. The two mini pilots left the crowd on its feet in amazement. They were wide open through the grandstand sweeper and on the ragged edge the entire moto. Alessi won the moto, but the second moto would be interesting if Wray could muster a start and not give Alessi a six-second head start. Third in the moto went to 80cc Novice moto winner Corey Gustafson.

In the start of the second moto, Alessi slid through the first turn first, with Wray in second, and the fun began. For four laps, the two riders were within one second of each other, their styles conflicting in every way: Alessi was smooth and precise, Wray fast and ruthless. On a number of occasions, Wray charged up the inside and showed a wheel to Alessi, but Alessi would counter by holding it on longer into the infield tabletop. The white flag came out and it looked like the race could go to either rider. The leaders caught lapped traffic right in the infield section. Alessi got around while Wray was left out to dry. Alessi used this little advantage to pull his lead on the final lap. An exhausted Wray, who had just done two motos back to back, finished about five seconds behind Alessi. Third in the moto went to 80cc Novice winner Tyler Keefe, who benefited from a fall by Gustafson on lap three to take the class overall.

**Results**

80 BEG: 1. Candice Motshagen (Yam); 2. Brett Larson (Kaw).

80 NOV: 1. Tyler Keefe (Yam); 2. Corey Gustafson (Yam); 3. Mateo Saffon (Yam).

80 OPEN: 1. Mike Alessi (Kaw); 2. Zac Wray (Yam).

125 BEG: 1. Justin Herman (Kaw); 2. Steve Orloff (Yam); 3. Shawn Fox (Suz).

(Left) Mike Alessi (800) rails a Carlsbad corner, with Zac Wray (540) in hot pursuit. Alessi took the 80cc Open win in his first attempt, and Wray was a close second. (Right) At Los Angeles County Raceway, Elmer Silfies called the tune in both motos to become the Vet Beginner winner.

250 BEG: 1. Mike Clark (Yam); 2. Jim Krempp (Yam); 3. Brian Salley (Hon).

125 NOV: 1. Peter Leo (Suz); 2. Ivan Navarrette (Hon); 3. Zac Wray (Yam).

250 NOV: 1. Jeff David (Kaw); 2. Wes Morgan (Hon); 3. Ryan Stenberg (Yam).

OPEN NOV: 1. Steve Isenhower (Yam); 2. Bill Justice (Yam); 3. John Taylor (Yam).

125 INT: 1. Jake Elkins (Yam); 2. Josh Tupa (Yam); 3. Juan Diego Saffon (Yam).

250 INT: 1. D.R. Clement (Hon) 2. Malcolm McMassy (Yam); 3. Josh Tupa (Yam).

OPEN INT: 1. Steve Isenhower (Yam); 2. Hootie Davis (Hon).

VET 30+ BEG: 1. Ludo Boinnard (Yam); 2. Keith Smith (Hon); 3. Jim Tookey (KTM).

VET 30+ NOV: 1. Scott Richeson (Suz); 2. Dawson Leachman (Suz); 3. Warren Johnson (Kaw).

VET 30+ INT: 1. Bryan Daniel (Hon); 2. Bill Keefe (Yam); 3. Bob Lloyd (Hon).

VET 30+ EX: 1. Lee Bacon (Hon).

VET 30+ PRO: 1. Craig Davis (Yam); 2. Larry Brooks (Yam); 3. Sten Rasmussen (Yam).

VET 40+ NOV: 1. Richard Mullin (KTM); 2. Chris Daniel (Yam); 3. Dennis Melchior (Yam).

VET 40+ INT: 1. William Prario (Kaw); 2. Brad Catcott (Kaw); 3. Allen McKay (Yam).

VET 40+ MSTR: 1. Rob Wilshire (Hon); 2. George Kohler (Hon); 3. Allen Ortiz (Hon).

VET 40+ EX: 1. Mark Hall (Yam); 2. Jeff Foland (Suz); 3. Joe Padilla (Hon).

VET 50+ MSTR: 1. Alan Olson (Kaw); 2. Tim Daily (Kaw); 3. Dave Jacobus (Yam).

VET 50+ INT: 1. Dennis David (Yam); 2. Dennis Rosenberg (Yam); 3. Phill Blackburn (KTM).

4-STRK NOV: 1. Ryan Stenberg (Yam); 2. Jon Hirschberg (Yam).

WMN NOV: 1. Karen Arcaris (Kaw).

Mapleshade MX

## Kuhn creams the competition

**By Melissa Threadgill**

SUGARGROVE, PA, AUG. 29

Brandon Kuhn won both motos to take first overall in the 125cc Amateur class at Mapleshade MX. The many elevation changes on this fun and challenging natural-terrain track, combined with great racing weather, proved to be just the ticket for great racing at this WNYMA-sanctioned race.

The first moto started off with a Kuhn holeshot, with Nigel Martin, Jesse Milley and Don Taylor in hot pursuit. Milley was soon passed by Taylor, Donny Williams and Jared Bierly. Meanwhile, Kuhn and Martin broke away from the rest of the pack. Over a tabletop, Martin took a great line, taking the inside and jumping over to the outside in a clean pass over Kuhn. Kuhn tried to retaliate but couldn't make a pass stick. Meanwhile, Taylor and Williams were involved in their own race for third, while Bierly held fifth and Milley sixth. On the last lap, Kuhn made a charge for the lead, coming up side by side with Martin. He made the pass by taking an outside line on a downhill tabletop, and captured the lead that he held to the checkers, coming away with the first-moto victory. Martin held strong in second. Taylor, who had been running third, suffered some problems on the last lap, dropping back to sixth. This gave Williams third, Milley (who made the pass on the last lap as well) fourth, and Bierly fifth.

In the second moto, Taylor grabbed the early lead, followed by Milley, Kuhn, Bierly and Martin. As Taylor tried to open up a lead, Milley and Kuhn swapped positions back and forth until Kuhn eventually made an inside-line pass stick. Martin managed to work his way up into fourth, while Bodey Nicols passed Bierly to take fifth. Milley and Kuhn moved up to challenge Taylor, producing an exciting three-bike race for the lead. On one of the many downhills, Kuhn railed the berm on the outside, passing Taylor for the lead. Kuhn began to open it up, while Taylor ended up all by himself in second, with Milley back in third. Meanwhile, Nicols was starting to pick his way up through the pack, passing Martin and putting the pressure on Milley. Bierly crashed, and Williams moved up into sixth. As the top two riders were well out in front, the real battle was for third, between Milley, Nicols and Martin. Both Nicols and Martin managed to get around Milley, but Martin went down, dropping to sixth. On the last lap, Kuhn still led, followed by Taylor, Nicols, Milley and Williams. Nicols faded, however, and Milley regained third. Williams moved up to fourth. Kuhn took the checkers, giving him the overall with a 1-1 finish. Taylor took second, giving him fourth overall. Milley was third for second overall. Williams placed fourth for third overall. Nicols was fifth for sixth overall. Martin, with a seventh-place finish, managed fifth overall.

**Results**

51 CHAIN: 1. Damon Gauger (Cob); 2. Doug Walf (Cob); 3. Kyle Kennard (Kaw); 4. Jordan Krieger (Cob); 5. Austin Crouse (Cob).

51 SHAFT: 1. Joshua Loucks (Yam); 2. Nathan Couse (Yam); 3. Brandon Waldan (Yam); 4. Devin Lindenmuth (Yam); 5. Hunter Garland (Yam).

60: 1. Brandon Meiers (KTM); 2. Chris Lawrence (Kaw); 3. J.D. Bauer (Kaw); 4. Jeff Brigham (Kaw); 5. Timmy George (Kaw).

JR MINI: 1. Ben Ritter (Yam); 2. Brandon Meiers (Suz); 3. Matt Flint (Yam); 4. Stephen Carlin (Kaw); 5. Richard Paeth (Hon).

SR MINI: 1. Ryan McKenyon (Suz); 2. Billy Myers (Hon); 3. Jason Doyle (Yam); 4. Aaron Scherdin (Hon), 5. David Johnson (Kaw).

MINI COMB: 1. Billy Myers (Hon); 2. Brandon Meiers (Suz); 3. Ben Ritter (Yam); 4. Andrew Scherdin (Hon); 5. Jason Doyle (Yam).

125 SCHBY: 1. Brandon Kuhn (Yam); 2. Donny Williams (Yam); 3. Daniel Splanek (Yam); 4. Don Taylor (Yam); 5. Brian Crouse (KTM).

125 BEG: 1. Brett Stephen (Kaw); 2. Bryce Steffen (Kaw); 3. Ryan Betts (Yam); 4. Tom Traux (Suz); 5. Derek VanOrd (Hon).

125 NOV: 1. Brian Crouse (KTM); 2. Josh Utberg (Kaw); 3. William Reece (Yam); 4. Patrick Greene (Hon): 5. Bill Bancov (Yam).

125 AM: 1. Brandon Kuhn (Yam); 2. Jesse Milley (Kaw); 3. Donny Williams (Yam); 4. Don Taylor (Yam); 5. Nigel Martin (Suz).

125 EX: 1. Cory Nicols (Suz); 2. Tim Pustelak (Kaw); 3. Steve Carlo (Yam).

250 OPEN BEG: 1. Jim Hoffner (Yam); 2. Preston Ross (Kaw); 3. John Swabik (Kaw); 4. Giancarlo Giannini (Kaw); 5. David Swoope (Suz).

250 OPEN NOV: 1. Marc Lobdell (Hon); 2. Rob Collins (Hon); 3. Jeff Raiser (Hon); 4. Paul Sentineal (Kaw); 5. Jeff Sopak (Suz).

250 OPEN AM: 1. Mark Klein (Yam); 2. Dave Williams (Yam); 3. Mark Murphy (Yam); 4. Jim Klick (Kaw); 5. Christopher Moser (Kaw).

250 EX: 1. Gary Robertson (Suz); 2. Tim Pustelak (Kaw); 3. Joe Pepicello (Hon); 4. Curt Holzer (Yam).

16-24 COMB: 1. Garry Robertson (Suz); 2. Tim Pustelak (Kaw); 3. Joe Pepicello (Hon); 4. Cory Nicols (Suz); 5. Jesse Milley (Kaw).

25+ A: 1. Brian Tremblay (KTM); 2. Brian Philbrick (Yam); 3. Chris Horvath (Hon).

25+ B: 1. Mark Klein (Yam); 2. Kevin Bailey (Hon); 3. Craig Whetstine (Kaw); 4. Wayne Barber (Kaw); 5. Lance Bailey (Hon).

SR A: 1. Curt Holzer (Yam); 2. Brian Tremlay (KTM); 3. Bryan Philbrick (Yam).

VINT/WDS: 1. Wayne Barber (Kaw); 2. Jeff Langer (Hon); 3. Ron Walf (Yam); 4. Krish Bailey (Kaw); 5. Marc Giannini (Kaw).

Los Angeles County Raceway

## They dance to Elmer's tune

**By Greg Robertson**

PALMDALE, CA, SEPT. 4

YZ250-mounted Elmer Silfies was simply untouchable as he outran the competition in both motos to claim the Vet Beginner-class overall win at Los Angeles County Raceway during the TruTec-sponsored round of California Racing Club's Saturday night motocross.

Rick Farr was quickest out of the gate to lead Nick Dally and Bob Blake early in moto one. By the end of the first lap, it was Dally holding down the top spot, with Silfies already up into second place. Silfies outbraked Dally for the lead as Jon Hall made his way around Blake for third after a bad start.

With a clear track ahead of him, Silfies easily put 10 seconds on the field by the time the checkers fell. Second place came down to a battle of the 125cc machines, as Hall kept his Suzuki just ahead of the Honda of Brian Merrill up until the white-flag lap, when Merrill block-passed Hall while exiting the whoop section to earn the position. Blake held on for fourth, over Dally.

Silfies powered to the second-moto holeshot, ahead of Hall and Merrill. By lap two, Silfies had a five-second cushion over Hall, and by the end of the moto he had tripled the gap. Hall and Merrill would argue over the runner-up position for the entire moto, with Hall proving to be a little stronger this time out to go 3-2 for second place. Blake and Farr rounded out the top five.

Brent Gilliam led the 125cc Intermediate class for a little over a lap before Todd Gosselaar used a textbook block-pass to steal the lead. Gilliam repassed Gosselaar and then went down. Gosselaar couldn't avoid Gilliam and they both ended up on the ground, with Matt Armstrong inheriting the lead. Armstrong fell at the base of the over-and-under a short time later, handing the lead back over to Gilliam, who ended up taking the win just ahead of Johner Faulkner, Armstrong and Gosselaar.

Gilliam got the second-moto start. Gosselaar got around Armstrong on the opening lap for second. Gosselaar closed in on Gilliam, only to lose his front end in a turn. Gilliam motored away with the win. Gosselaar went down again and called it a night, while Armstrong went 3-2 for second over the 2-3 of Faulkner.

**Results**

P/W BEG: 1. Devin Wilson (KTM).

P/W YAM BEG: 1. Nick Franco (Yam); 2. Tyler Odam (Yam); 3. Taylor Farner (Yam).

P/W ADV: 1. Matthew Popp (HM); 2. Eric Kahler (KTM).

P/W 60: 1. Chandler Quimette (KTM).

P/W 80: 1. Brandi Hares (Yam).

S/P/W (46): 1. Keith Robinson (Cob); 2. Chandler Quimette (KTM).

S/P/W (79): 1. Christopher Bracket (KTM); 2. Kyle Kessinger (KTM); 3. Kevin Carroll (KTM).

60 BEG: 1. Zack Williams (Kaw); 2. Cameron Gadsby (Kaw); 3. Nathan Search (Kaw).

60 (48): 1. Shawn Butler (Kaw); 2. Dylan Pemberton (Kaw).

60 (911): 1. Preston Lundin (KTM); 2. Patrick Carroll (Kaw); 3. Andy Delarge (Kaw).

80 BEG: 1. Kasey Morris (Kaw); 2. Justin Morrow (Yam); 3. Nick Simpson (Hon); 4. Tanner Langham (Kaw); 5. Daniel Cagle (Hon).

80 (711): 1. Tye Hames (Kaw); 2. Shawn Mohr (Yam); 3. Nick Sanchez (Suz).

80 (1213): 1. David Norris (Hon); 2. Brennan McGinnis (Yam); 3. Ricky Kroll (Yam).

80 (1416): 1. Garrett Warren (Kaw); 2. Matthew Kelly (Hon); 3. Mitchell Alsobrook (Kaw).

S/MINI: 1. Garrett Warren (Kaw); 2. Mitchell Alsobrook (Hon); 3. Josh Hess (Kaw).

125 BEG: 1. Nick Jepson (Yam); 2. Darrin Chisholm (Hon); 3. Ryan Thurlow (Kaw); 4. Ryan Grisby (Hon); 5. Kyle Robertson (Suz).

125 NOV: 1. Nick Cali (Yam); 2. Bob Arens (Yam); 3. Brian Kranz (YZ); 4. Matt Simpson (Hon); 5. Ryan Riess (Yam).

125 INT: 1. Brent Gilliam (Yam); 2. Matt Armstrong (Yam); 3. Johner Faulkner (Yam); 4. Todd Gosselaar (Hon).

125 PRO: 1. Rich Truchinski (Yam).

250 BEG: 1. Robby Errett (Yam); 2. Bryan Ward (Yam); 3. Bobby Keller (Yam); 4. Mike Maute (KTM); 5. Shawn McIntosh (Yam).

250 NOV: 1. Gerard Patin (Yam); 2. Erik Jepson (Kaw); 3. Neil Chisholm (Hon); 4. Jason Monohan (Kaw).

250 INT: 1. Chris Reed (Kaw).

JR VET NOV: 1. Ed Bernal (Hon); 2. Pasha Afshar (Yam); 3. David Williams (Hon).

JR VET INT: 1. Chris Reed (Kaw); 2. Robbie Dunham (Yam).

VET BEG: 1. Elmer Silfies (Yam); 2. Jon Hall (Suz); 3. Brian Merrill (Hon); 4. Bob Blake (Kaw); 5. Rick Farr (Yam).

VET NOV: 1. Ed Bernal (Hon); 2. Gary Harada (Kaw); 3. Pasha Afshar (Yam); 4. Ray Ritzler (Kaw); 5. David Williams (Hon).

VET INT: 1. Leo Saul (Yam); 2. Randy Wilkins (Yam).

VET EXPRO: 1. Jon Zahrt (Kaw); 2. Rich Truchinski (Yam).

SR INT: 1. Bob Dunham (Yam); 2. Marc Prince (Yam); 3. Kenny Kopecky (Kaw).

SR EX: 1. Dave Shelton (Yam).

O/T NOV: 1. Dave Rutledge (Hon); 2. Hal Grady (Kaw).

O/T AM: 1. Brian Farner (Kaw); 2. Jeff Hawthorne (Suz); 3. Charles Howell (Yam); 4. Andy Flum (Yam); 5. Don Meiner (Yam).

O/T EX: 1. Larry Williams (Yam); 2. Mike Chesbro (Yam); 3. Herbert Allen (Kaw); 4. Bob Dunham (Yam).

O/T MSTR A: 1. Steve Clark (Kaw).

O/T MSTR B: 1. Ernie Kopasz (Yam).

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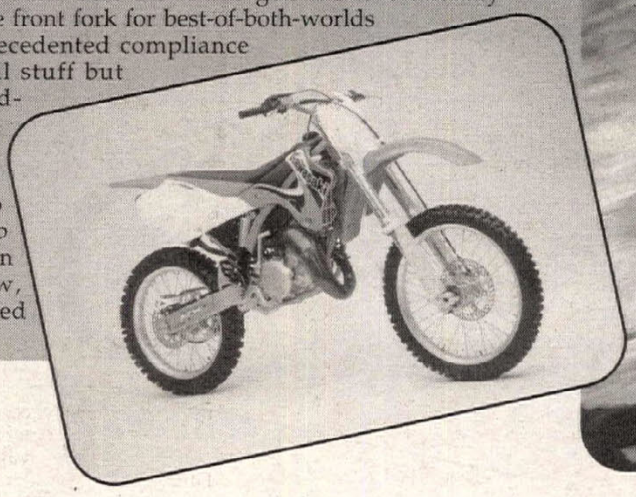
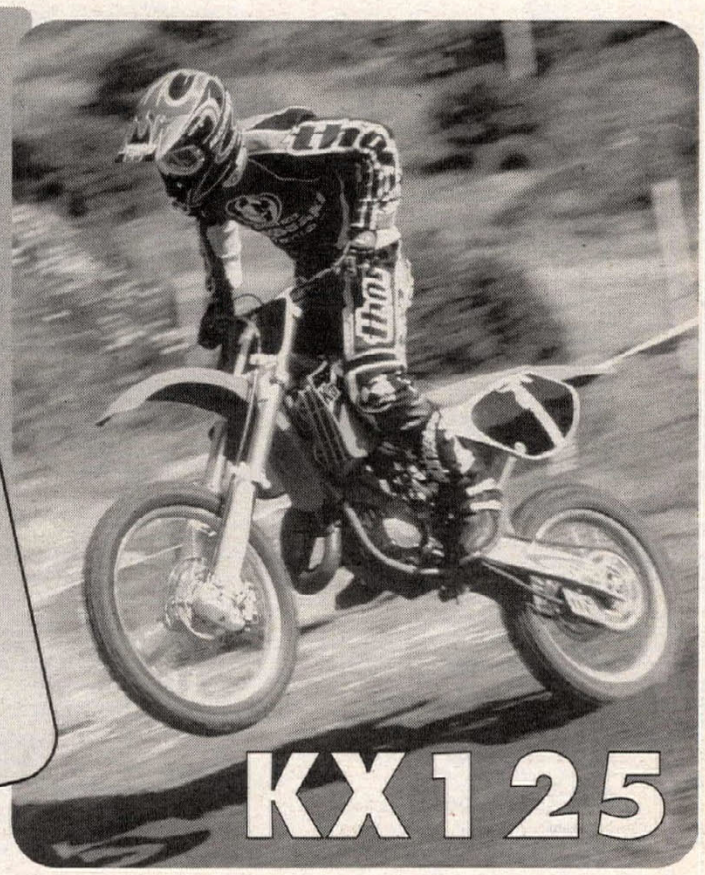
What does Ricky Carmichael, two-time winner and current number-one plate holder of the AMA 125cc National Motocross Championship and Nathan Ramsey, winner of the 1999 125cc AMA Western Region Supercross Championship have that everyone wants so badly? A race-bred KX125, that's what. Just the ticket to annihilate their foes in the ultra-competitive 125 class. But we're never content with just winning. These guys helped us design the new millennium's production KX125. Full of factory tricks, there's a new expansion chamber, modified ignition map, updated PowerJet carb and a new manifold that moves the carb back for even snappier low-and mid-range power. The main exhaust port is wider for a broader powerband. And with an increase in cylinder head volume, the KX125 retains a strong top-end rush. Plus the KX125 gets the revolutionary "bladder" style front fork for best-of-both-worlds control: Unprecedented compliance over the small stuff but with ground-soaking plushness after triples. Now you have no excuse. Whip the competition on your new, vastly improved KX125.



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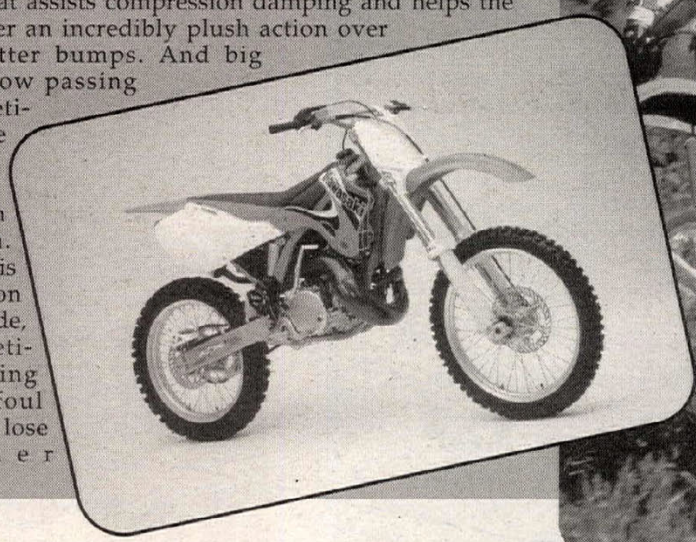

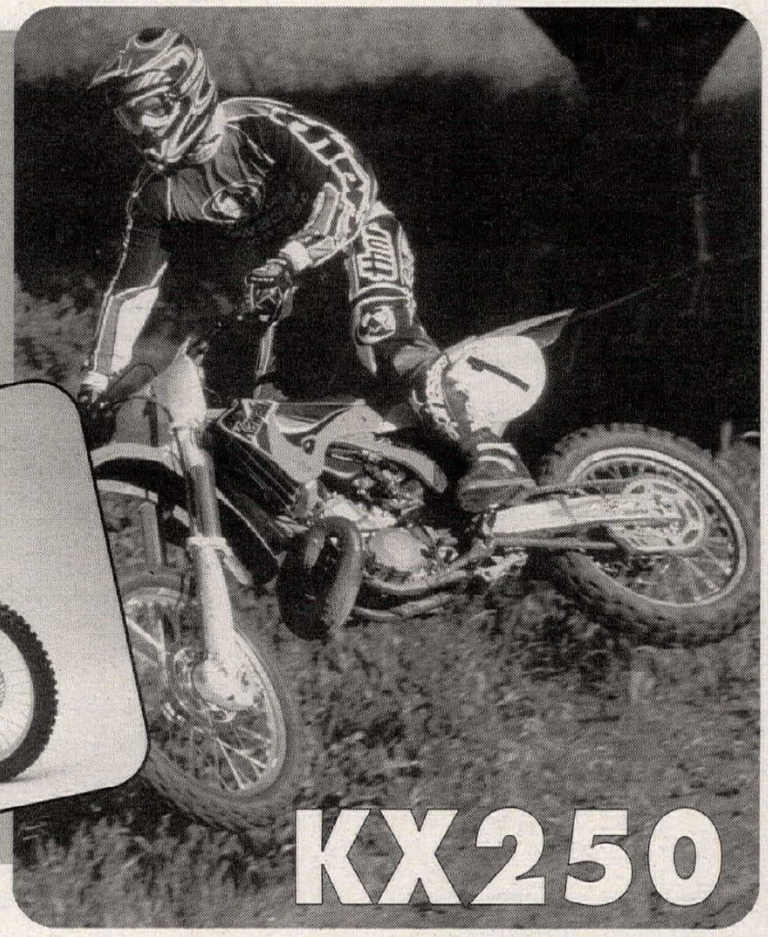


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## Barham the one, bar none

**By Bret Eckert**

SACRAMENTO, CA, AUG. 27

Redline Oil/Pro Grip/Guts-backed C.J. Barham used two stellar rides to take top honors in the 50cc (7-9) Beginner class at round three of the Racers Pit Shop/Apex Motorsports/Capitol Yamaha/MC Concepts-sponsored Fall Series, promoted by KB Racing Promotions. Barham, riding a Cobra minicycle, claimed the win ahead of more than 20 other pint-sized riders, and he is in command of the class with three rounds remaining.

Moto one started off with a bang as the entire field of riders converged into the left-hand first-turn funnel, with Barham earning the holeshot. Next out of the turn were Joshua Phillips, Crystal Layton, Jake Hamel and Jake Thompson. While Barham set a blistering pace, a lot of jockeying for position went on behind him. Midway through the moto, Dirt Diggers North MC's Casey Sherman advanced to fifth, displacing Thompson. On the final lap, Hamel zapped Layton. When the checkered flag finally flew, it was Barham out in front, with Phillips and Hamel filling out the top three positions. Layton held on for fourth, with Sherman earning fifth.

Inspired from his first-moto charge, Hamel garnered the holeshot in moto two, with Phillips and Barham hot on his fender. Recovering from a first-moto bobble, Lonnie Owen was fourth. Sherman was fifth. Barham wasn't content back in third, and on lap two he swept past Phillips. Owen fell back a couple of spots, handing fourth to Sherman, with Layton making up for a bad start and moving into fifth. As in the first moto, the top riders freight-trained as a group around the KB circuit until they saw the white flag. A determined Hamel motored on for the win, with Barham keeping him honest, finishing second. Phillips was the third rider to take the checkers, with Layton advancing to fourth at the finish. Thompson rounded out the top five positions after a gallant last-lap charge.

Barham's one-two finishes were the best on the night, and the win moves him into the top five in the series, even after missing the first round. Hamel went home with a second-place trophy and is currently running second in the series, while Phillips earned the last podium spot but maintained his series lead.

### Results

50 SHAFT BEG: 1. Andy Taylor (Yam); 2. Sawyer Adams (Yam); 3. Eric Hadden (Yam); 4. Derrick Fisher (Yam); 5. Daniel Cleveland (Yam).

50 SHAFT NOV: 1. Broc Jump (Yam); 2. Brett Schopp (Yam).

50 (4-6) BEG: 1. Jacob Thompson (KTM); 2. C.J. Barham (Cob); 3. Sebray Gossett (ATK); 4. Andy Taylor (Lem); 5. Calvin LaCurelle (Pol).

50 (7-9) BEG: 1. C.J. Barham (Cob); 2. Jake Hamel (KTM); 3. Joshua Phillips (Cob); 4. Crystal Layton (KTM); 5. Jake Thompson (KTM).

50 NOV: 1. Austin Howell (Cob); 2. Jared Lang (Lem); 3. Dylan Ney (Lem); 4. Joshua McPherson (KTM); 5. Jared Ney (KTM).

65 BEG: 1. Luke Layton (Kaw); 2. Dylan Ney (Kaw); 3. Austin Howell (Hon); 4. Matthew Ferry (Kaw); 5. Cody Lambott (Kaw).

65 NOV: 1. Kramer Patterson (Kaw); 2. Michael Sullivan (Kaw); 3. Nethario Jones (Kaw); 4. Kevin Lucas (Kaw).

65 INT: 1. Matthew Spencer (Kaw); 2. Beau Wiegand (Kaw).

85 (8-12) BEG: 1. Kevin Byfield (Kaw); 2. Garrett Henderson (Kaw); 3. Eric Byfield (Kaw); 4. Cary Tiede (Hon); 5. Joe Lucas (Kaw).

85 (8-12) NOV: 1. Beau Wiegand (Suz); 2. Carl Madsen (Kaw); 3. Brad Kelly (Yam); 4. Ryan Reffner (Yam).

85 (13-16) BEG: 1. Tony Sherman (Yam); 2. James Sparhawk (Hon); 3. Darrel Saville (Kaw); 4. Mike Kreczkowski (Kaw); 5. Matt Sullivan (Hon).

85 (13-16) NOV: 1. Blake Kelly (Yam).

85 INT: 1. Mike Matson (Yam).

SCHBY BEG: 1. Derek Cheney (Kaw); 2. Greg Nolen (Suz); 3. Matt Sullivan (Hon); 4. Carl Madsen (Kaw); 5. Court Tiede (Yam).

SCHBY NOV: 1. Mike Matson (Yam); 2. Blake Kelly (Yam); 3. Chris Van Meter (Yam).

125 BEG: 1. Aaron Lucero (Yam); 2. Derek Cheney (Kaw); 3. Hans Hillby (Yam); 4. Court Tiede (Yam); 5. David Adams (Yam).

125 NOV: 1. Tim Compton (Suz); 2. Kyle Marsalla (Yam) 3. Joe Lillard (Kaw); 4. Steven Paye (Suz); 5. Kyle Earnest (Yam).

250 BEG: 1. Nick Lenac (Suz) 2. Chris Van Meter (Hon); 3. Paul Scoen (Hon); 4. Jim Brooks (Yam); 5. Guy Grisby (Hon).

250 NOV: 1. Mike Yacovetti (Yam); 2. Frank Chavez (Hon); 3. Paul Gerbi (Hon); 4. Greg Center (Hon).

PRO-AM: 1. Chris Vendley (Kaw); 2. Jesse Olson (Yam); 3. David Lodermier (Yam); 4. Shawn Parks (Kaw); 5. Brian Jones (Yam).

25+ BEG: 1. Nick Lenac (Suz); 2. Bryan Gambill (Suz); 3. Chad Little (Yam); 4. Rob Wagner (Hon).

25+ NOV: 1. Tim Compton (Suz); 2. Pete Hamel (Hon); 3. Frank Chavez (Hon).

25+ INT: 1. Shawn Fisher (Yam); 2. Brian Jones (Yam).

VET BEG: 1. Jeff Gorman (Kaw); 2. John Hodge (Kaw); 3. Rob Wagner (Hon); 4. Stuart Douglas (Hon); 5. Tom Lang (Hon).

VET NOV: 1. Pete Hamel (Hon).

VET INT: 1. Jim Robertson (Suz); 2. Shawn Parks (Kaw); 3. Shawn Fisher (Yam); 4. Scott Storer (Hon).

O/T BEG: 1. Ken Fittro (Hus); 2. Michael Witt (Hon); 3. Robert Byers (Hon); 4. Scott Surdyka (Suz); 5. Rick Oates (Kaw).

O/T NOV: 1. Greg Douglas (Hon); 2. Stuart Douglas (Hon).

O/T INT: 1. Scott Storer (Hon); 2. Jim Breneisen (Hon); 3. Steve Parker (Hon).

KIDS BMX: 1. William Edwards (GT); 2. Chris Glassel (Sch); 3. Chris Sullivan (GT); 4. Jake Hamel (GT); 5. Lonnie Owen (Din).

Isanti County Fairgrounds Short Track

## Koch cooks up two short-track wins

**By Tim McBride**

CAMBRIDGE, MN, AUG. 28

Second-generation racer Josh Koch continued his winning ways, topping the Open Mini and 80cc Mini classes during the DTRA short-track race held at the Isanti County Fairgrounds in Cambridge, Minnesota.

As Koch sped to a relatively easy pair of wins with a wire-to-wire lead, the battle for second place became the issue, with Travis Henrichs and Jacob Mataya trading runner-up honors. Mataya finished second in the Open Mini final; Henrichs answered with a strong runner-up finish in the 80cc final. Travis Waschek and Lee Mies Jr. finished a respectable fourth and fifth in both of these highly competitive divisions.

Buzz Arndt remains a triple threat in the Over 50, Over 40 and Vintage Twin classes. Most of Arndt's competition came in the form of Dave Koch (Josh's uncle). Koch was able to keep Arndt in sight during the Over 40 and Over 50 classes. Koch also finished third in the Vintage Twin final, behind Yamaha-mounted Sam Niskanen (who also won the Vintage Single class) and race winner Arndt.

While aboard his Trackstar Motorsports-sponsored DTXed Yamaha YZ250, Adam Henrichs pulled double duty, topping the Open Amateur and 250cc Amateur classes. Along with 250cc contenders Troy Johnson and Willie Broten, Henrichs' dirt track talent is beginning to gel nicely.

### Results

MINI SHAFT: 1. Andrew Olson (Yam); 2. Spencer Olson (Yam); 3. Natasha Bame (Yam); 4. Eric Johnson (Yam); 5. Charlette Morris (Yam).

MINI CHAIN: 1. Jacob Schleicher (KTM); 2. Eric Johnson (Yam); 3. Andrew Olson (Yam); 4. Spencer Olson (Yam); 5. Natasha Bame (Yam).

60: 1. Jory Morris (Kaw); 2. Kevin Anderson (Kaw); 3. Lee Mies (Kaw); 4. Jeremy Anderson (Kaw); 5. Natasha Waschek (Kaw).

OPEN MINI: 1. Josh Koch (Hon); 2. Jacob Mataya (Yam); 3. Travis Henrichs (Yam); 4. Travis Waschek (Hon); 5. Lee Mies (Hon).

80: 1. Josh Koch (Hon); 2. Travis Henrichs (Yam); 3. Jacob Mataya (Kaw); 4. Travis Waschek (Hon); 5. Lee Mies (Hon).

BEG: 1. Steve Schoeberl (Yam) 2. Brad Banister (Kaw); 3. Troy Solnitsky (Suz); 4. Kirk Kellerman (Hon); 5. Paul Wrench (Yam).

STK FRM: 1. Richard Waschek (Yam); 2. Steve Doty (Yam); 3. Rich Anderson (Yam); 4. Eric Berg (Hon); 5. Bob Becker (Yam).

VINT SGL: 1. Sam Niskanen (Yam); 2. Richard Waschek (Yam); 3. Bob Herman (Yam); 4. Paul Koch (Yam); 5. Steve Doty (Yam).

VINT TW: 1. Buzz Arndt (Yam); 2. Sam Niskanen (Yam); 3. Dave Koch (Yam); 4. Jon Markuson (Yam); 5. Bob Reynolds (Yam).

30+: 1. Tim Gregory (Yam); 2. Steve Hill (Hon); 3. Richard Waschek (Yam); 4. Bob Becker (Yam); 5. Steve Schoeberl (Yam).

40+: 1. Buzz Arndt (Rtx); 2. Dave Koch (Hon); 3. Paul Koch (Hon); 4. Bob Herman (Yam); 5. Lloyd Turner (Yam).

50+: 1. Buzz Arndt (Rtx); 2. Dave Koch (Hon); 3. Lloyd Turner (Rtx); 4. Bob Reynolds (Yam).

Pleasure Riders Hillclimb

## Wild Wade's wild ride

**By Bud Northrup**

CAYUGA, IN, SEPT. 4

"Wild Wade" Schultz has earned his nickname with his full-throttle, no-fear riding style. When asked only a few weeks earlier about the chance of injury, the young man from Marion, Iowa, merely shrugged, noting that his style of riding would most likely lead to injury at some time in his career. His prophecy came true at the Pleasure Riders hillclimb.

Schultz was riding his hot Harley in the Open class, focused on taking the class win and also the 4-foot-tall Fast Time trophy. Eric Wheelwright had set a very fast 4.030-second time on the 150-foot hill in the 600cc class, so Schultz attacked the hill with his usual fury. The holeshot was awesome and the jumps were nearly perfect, but near the top he drifted toward the rough far right side. Flying over the top with the throttle still on, he caught a kicker, the big Harley started to endo, and Wade bailed off. Although he landed on his feet, the landing broke his ankle in two places and severely dislocated his shoulder. His time was a blistering 4.016 seconds, which did win the class and also held up for fast time of the night, though at a very painful price.

Harold Waddell claimed second place on his Suzuki 1100 with a 4.068-second run, with Kaleb Northrup bringing his 800cc Triumph in with a 4.136-second third-place ride.

Schultz also won the 750cc class on his Yamaha twin with a very quick 4.170-second time, with his brother Lane only six-thousandths of a second behind him with a 4.176-second run on his Yamaha. John Hillard was third on his fast Kawasaki triple with a 4.279-second time.

**Josh Koch (87) and Travis Henrichs (4) were this close throughout the 80cc final, finishing one-two at the Cambridge short-track races held at the Isanti County Fairgrounds in Minnesota.**

Eric Wheelwright, from Hanover, Illinois, enjoyed a triple-win night. In the 250cc class, he had a blazing 4.096-second run on his second ride on his YZ250 to go with his 4.117-second first-round time; either was good enough for the class win. Kevin Cappello carded a very quick 4.143 seconds on his KX250 for second place, with Kawasaki jockey Mark Goodman right behind him with a 4.148-second time.

Wheelwright's second win came in the 600cc class. Northrup posted a fast 4.149 seconds early in the class but slipped to second as Wheelwright nailed his 4.030-second time late in the first round. In second-round action, Harold Waddell moved into second place on his Honda with a 4.084-second time and Mark Goodman Jr. slipped into third with a 4.099-second run. Wheelwright punctuated his consistency with a 4.033-second second-round time - again posting the top two times in his class.

Wheelwright returned on his stock Yamaha 250 in the Stock class, posting a respectable 4.532-second time to take the first-round lead. Northrup put the pressure on in the second round as he sailed his Yamaha high over the top in 4.388 seconds to take the lead. Wheelwright responded with a fine 4.274 to go back ahead of Northrup and snare the class win.

### Results

50 AUTO: 1. Blake Cappello (Lem); 2. Justin Moore (KTM); 3. Cole Clay (Lem); 4. Dylan Brady (Suz); 5. Troy Skaggs (Lem).

85 YTH: 1. Damon Mayo (Hon); 2. Nick Mayo (Hon); 3. Jacob Tackitt (Yam); 4. Eric Skaggs (Suz); 5. Sara Waddell (Hon).

200: 1. Chris Rivers (Yam); 2. Mark Goodman Jr. (Suz); 3. Kelly Senn (Kaw); 4. Scott Sheets Jr. (Kaw); 5. Becka Williams (Kaw).

250: 1. Eric Wheelwright (Yam); 2. Kevin Cappello (Kaw); 3. Mark Goodman Jr. (Kaw); 4. Harold Waddell (Hon); 5. Don Barber Jr. (Hon).

400: 1. Paul Hackbarth (KTM); 2. Matt Peters (Hon); 3. Doug Campbell (Hus); 4. Steve Shafer (Yam); 5. John Potter (Suz).

600: 1. Eric Wheelwright (Hon); 2. Harold Waddell (Hon); 3. Mark Goodman Jr. (Hon); 4. Kaleb Northrup (Hon); 5. Paul Hackbarth (Hon).

750: 1. Wade Schultz (Yam); 2. Lane Schultz (Yam); 3. John Hillard (Kaw); 4. Andy Fortner (Kaw); 5. Bruce Flesher (Tri).

OPEN: 1. Wade Schultz (H-D); 2. Harold Waddell (Suz); 3. Kaleb Northrup (Tri); 4. Lane Schultz (Nor); 5. Butch Fetters (H-D).

SR: 1. Kevin Weaver (Hon); 2. Bob Fisher (H-D); 3. Fred Brown (Yam); 4. Gary Waddell (Suz); 5. Roger Riddell (Kaw).

PROD: 1. Lane Schultz (Nor); 2. Kaleb Northrup (Tri); 3. Butch Fetters (H-D); 4. Bob Fisher (H-D); 5. Steve Shafer (H-D).

STK: 1. Eric Wheelwright (Yam); 2. Kaleb Northrup (Yam); 3. Chris Brown (Suz); 4. Scott Petty (Hon); 5. Mike Pulver (Kaw).

FAST TIME: Wade Schultz, 4.016 (H-D).

Mankato Hill Drag Race

## Wheelwright takes Top Eliminator

**By Bud Northrup**

MANKATO, MN, AUG. 28

The Kato Cycle Club of Mankato, Minnesota, ran their rescheduled hill drags and Eric Wheelwright from Hanover, Illinois, took the Top Eliminator honors on his YZ250, defeating Woodbury, Minnesota's Kaleb Northrup on his 800cc Triumph.

The right lane had a somewhat taller final breaker and rougher top section than the left; all other things being equal, the lane advantage was definitely to the rider on the left. The top two riders in each class moved into a single-elimination top-eliminator shootout

Wheelwright and Chad Schmidt advanced to the finals from the 400cc class. Jason Braun moved ahead based on his win in the 600cc class, along with Mike Wood. Eric O'Connor moved through the 750cc class without a loss on his beautiful Kawasaki triple; he and Lloyd Haas advanced. From the Open class, Buell rider Justin Oodegaard and Kaleb Northrup moved on to the Top Eliminator competition.

For the first of the Top Eliminator races, Braun drew Wood but also got the left lane. The "fast lane" was still working, and Braun defeated Wood and moved on. Northrup and Oodegaard, incredibly, faced one another once again, with Oodegaard getting the fast lane. The two roaring four-strokes blasted up the hill and both lane lights indicating the winner flashed on at the top - a dead heat. The referee, however, settled the question immediately, as he disqualified Oodegaard for crossing the centerline, which gave the win to Northrup, who would move on to face Braun.

The 400cc-class qualifiers, Wheelwright and Schmidt, both riding 250cc machines, drew the 750cc triples ridden by O'Connor and Haas. Incredibly, both 250s beat the 750s, and then went on to face one another in the second round.

Second-round lane choices were made by coin flips, and Northrup won his choice and, of course, he chose the left side. The Triumph hooked up early and held off the hard-charging Braun to move into the finals. Wheelwright also won his coin toss, and also grabbed the left lane. The race between the 250s was incredibly close, with Wheelwright edging Schmidt (by a nose hair, according to the announcer), and moved on to face Northrup for Top Eliminator.

The coin toss for lane choice would be critical, as both finalists were undefeated in the left lane, although both had also grabbed wins on the right side. Wheelwright won lane choice, and to no one's surprise he chose the left. The final race looked dead even to the final jump, but the Triumph came down a bit crooked and lost traction more than enough of a slip to allow Wheelwright to streak over the top with the big win of the night.

### Results

400: 1. Jason Braun (Hon); 2. Eric Wheelwright (Yam); 3. Chad Schmidt (Hon); 4. Arnold Jelinek (Hon).

600: 1. Jason Braun (Hon); 2. Mike Wood (Hon); 3. Kaleb Northrup (Hon); 4. Lloyd Haas (Hon).

750: 1. Eric O'Connor (Kaw); 2. Lloyd Haas (Kaw); 3. Mike Barnard (Hon); 4. Les Roder (Tri).

OPEN: 1. Kaleb Northrup (Tri); 2. Justin Oodegaard (Bue); 3. Matt Bergen (H-D); 4. Duane Walser (H-D).

T/ELIM: 1. Eric Wheelwright (Yam).

Motocross of Marion County

## Goerke goes for it

**By Kyle Myers**

REDDICK, FL, SEPT. 5

F&S/Performance Engineering-backed Matt Goerke topped the 80cc (12-15) mini division at round 21 of the Sunshine State Championship Series, held at Motocross of Marion County. Goerke used a 2-1 tally to score the win over Augie Lieber, who carded a 1-2 total.

In the first 80cc (12-15) moto, Lieber led the 18-rider field into turn one, with Goerke, Eric Stewart, Travis Winebrenner and Ricky Bryant following. Goerke moved by Lieber on the opening circuit to move into the point position and proceeded to pull out to a two-second advantage over Lieber. On lap three, Lieber fell, which gave Goerke a big lead; however, Goerke then threw it away and gave the lead back to Lieber with one lap to go. Lieber kept his machine on two wheels and scored the first-moto win ahead of Goerke, who remounted just in front of Stewart, Winebrenner and Bryant.

When the gate dropped to start moto two, Goerke jumped out to the early lead, with Stewart, Lieber, Winebrenner and Bryant giving chase. Lieber doubled by Stewart on lap one, setting up a showdown for the overall between Goerke and Lieber. With a clear track in front of him, Goerke stepped up the pace and opened up a big lead over Lieber. When the checkered flag came out, Goerke flew across the finish-line

tabletop to take the overall, with Lieber claiming the runner-up spot. Stewart, Winebrenner and Ryan Warren rounded out the top five positions.

In other racing action, Steve Dumond won two classes - the Over 30 and 250cc B classes - on his RM.

### Results

P/W OIL: 1. Taylor Placides (Yam); 2. Mark Przystawski (Yam); 3. Jacob Washbaugh (Yam); 4. Tanner Hughes (Yam); 5. Jason Frank (Yam).

P/W (4-6): 1. Robby Huss (Lem); 2. Damon Walker (Lem); 3. Levi Bufkin (Cob); 4. Zac Freeberg (Cob); 5. Brad Bonds (Cob).

P/W (7-9): 1. Ashley Vickery (Cob); 2. Jimmy Norton (Cob); 3. Jesse Freeman (Cob); 4. Travis Rogers (Cob); 5. Corey Woodard (Cob).

P/W OPEN: 1. Ashley Vickery (Cob); 2. Jimmy Norton (Cob); 3. Mike McArthur (Cob); 4. Robby Huss (Lem); 5. Ziggy Graves (Cob).

60 BEG: 1. Chad Stacy (KTM); 2. Zac Freeberg (Kaw); 3. Kyle Clark (KTM); 4. Mark Jensen (KTM); 5. Damon Walker (Kaw).

60 (5-8): 1. Colton Maynard (Kaw); 2. Dustin Solovitch (Kaw); 3. Roger Williams (Kaw); 4. Jimmy Norton (Kaw); 5. Mike McArthur (Kaw).

60 (9-11): 1. Ricky Renner (KTM); 2. Jon Camp (KTM); 3. T.J. Rhonelli (Kaw); 4. Danny Weyer (Kaw); 5. Dan Wilmon (Kaw).

60 OPEN: 1. Ricky Renner (KTM); 2. Devon Placides (Kaw); 3. Colton Maynard (Kaw); 4. T.J. Rhonelli (Kaw); 5. Danny Weyer (Kaw).

80 (7-11): 1. Kyle Chisholm (Kaw); 2. Matt Boni (Kaw); 3. Billy Harper (Suz); 4. Don Solley (Yam); 5. Dan Wilmon (Kaw).

80 (12-15): 1. Matt Goreke (Suz); 2. Augie Lieber (Suz); 3. Eric Stewart (Yam); 4. Travis Winebrenner (Yam); 5. Ryan Warren (Kaw).

80 BEG: 1. Chuck Hudson (Hon); 2. Dexter Bufkin (Kaw); 3. Michelle Gosselin (Suz); 4. Jason Sachs (Yam); 5. Henry Backock (Kaw).

S/MINI: 1. Paul Perebijnos (Hon); 2. Kyle Chisholm (Kaw); 2. Matt Boni (Kaw); 4. Eric Stewart (Yam); 5. Vince Carringone (Kaw).

YTH (12-15): 1. Brian Gray (Yam); 2. Paul Perebijnos (Hon); 3. Shawn Mayo (Hon); 4. Josh Hildebrand (Hon); 5. Brad Bernier (Suz).

15-24: 1. Mike Stevenson (Yam); 2. Billy Wood (Yam); 3. Tom Parsons (Yam); 4. Dustin Morgan (Yam); 5. Darryl Lind (Yam).

125 B: 1. Tom Parsons (Yam); 2. Kyle Hochstetler (Kaw); 3. Ronnie Monk (Yam); 4. Brian Gray (Yam); 5. Jarrett Lane (Yam).

125 C: 1. Brad Baldino (Yam); 2. Chaz Northey (Hon); 3. Tom Wosylok (Kaw); 4. Colin Marks (Yam); 5. Jason Baker (Yam).

125 BEG: 1. Gabe Pacheco (Yam); 2. Josh Mays (Kaw); 3. Troy Allen (Suz); 4. Terry Joell (Kaw); 5. Kyle LeValley (Yam).

250 B: 1. Steve Dumond (Suz); 2. Dustin Morgan (Yam); 3. Kyle Hochstetler (Kaw); 4. Darryl Lind (Yam); 5. Paul Seburn (Kaw).

250 C: 1. Jason Baker (Yam); 2. Brian Nagele (Yam); 3. Mark Campbell (Yam); 4. Mark Wesley (Hon); 5. Cole Studstill (Hon).

250 BEG: 1. Kevin Masserc (Yam); 2. Gary Jensen (Hon); 3. Ron Sims (Kaw); 4. Tom Wright (Kaw); 5. Candy Ashley (Hon).

25+: 1. Marcus Pedrero (Suz); 2. Kyle Myers (Suz); 3. Todd Gardner (Hon); 4. Paul Seburn (Kaw); 5. Billy Wakefield (Yam).

30+: 1. Steve Dumond (Suz); 2. Mark Dye (Kaw); 3. Mark Weily (Hon); 4. Tommy Wosylok (Jaw); 5. Mark Campbell (Yam).

35+: 1. Mark Dye (Kaw); 2. Drew Justice (Yam); 3. Tom Bragg (Yam); 4. Kevin Wilson (Suz); 5. Jim Badgett (Kaw).

40+: 1. Drew Justice (Yam); 2. Tom Bragg (Hon); 3. Kevin Wilson (Suz); 4. Steve Edwards (Kaw); 5. John Coleman (Suz).

WMN: 1. Dyanna Wood (Kaw); 2. Sommer Conner (Hon); 3. Brianna Millsaps (Suz); 4. Emmy Norton (Kaw); 5. Ashley Jackson (Suz).

MNY: 1. Billy Wood (Yam); 2. Marcus Pedrero (Suz); 3. Mike Stevenson (Yam); 4. Todd Gardner (Hon).

Albany Motorsports Park Supercross

## Sun the star of the day at Albany SX

**By Clay Light**

ALBANY, OR, SEPT. 5

Former AMA 500cc National Champion Chuck Sun was still shining bright during Supercross action at Albany Motorsports Park. Sun scored the Over 40 Pro-class win. Up-and-coming Mike Corder continued his win streak with 125 and 250cc Pro-class victories.

Sun piloted a 2000-model-year Husaberg to impressive 1-1 wins for his Over 40 victory, although the former Team Husqvarna, Honda and Maico rider did face tough competition during both motos from his brother Ron, former Husky rider and also a member of the powerful 1980 Honda team, as well as Dean Johnson. Ron Sun led Chuck for a circuit of the track before yielding to his older brother.

While Ron dropped back in the later stages, the 42-year-old Chuck thumped to the win ahead of Johnson, KTM rider Tim Sullivan, Ron Sun, Jerry Ebert and Honda-mounted Mitch Kirkpatrick.

Chuck Sun polished off his double moto romp with a win in moto two, with Johnson closely trailing him. Ron Sun netted third, ahead of Ebert and Kirkpatrick. Ron Sun (3-3) netted third to lead Ebert (4-4), Kirkpatrick (5-5) and Sullivan, who ran up front with the Pro riders to a win in the Expert portion, ahead of Jim Parks.

Honda-mounted Matt Springsteen was the day's top performer, posting a three-class win tally. Springsteen picked up impressive overall wins in the 125, 250cc, and Before The Hill Intermediate classes. His 125cc win came ahead of KTM rider Rory Sullivan and Ryan Metzler, while in 250cc action, Springsteen led Metzler and J.R. Vielle to the finish in both outings.

The 250cc Intermediate riders ran combined with the 250cc Pro riders. Corder, riding the Team Green/Pro Circuit-backed KX, led Don Bisceglia and Jason Mathews into the top three, slightly ahead of Springsteen, who was not far off the pros' pace in both motos, taking an overall class win.

Bisceglia finished with the second-place laurels, although the Jack in the Box/Factory Connection-backed rider did come back to lead a strong contingent of Pros in the Over 30 class. Bisceglia took command with 1-1 showings, ahead of Joe Casey (3-2) and Rick Walling (2-3).

Travis McClinton picked up his first overall win - in the 60cc Beginner class - which helped ease the bitter disappointment of his prior race, in which he fell while running up front. Second to the Kawasaki rider was KTM-mounted Nicholas Randklev.

### Results

P/W (4-6): 1. Steele Angle-Davidson (Cob); 2. Glenn Prestholt (Cob); 3. John Dickerson (Cob); 4. Preston Luoto (Yam); 5. Channing Rosenow (KTM).

P/W (7-8): 1. Gared Steinke (Cob); 2. Nickolas McMillen (Cob); 3. Chris Meeker (KTM); 4. Jordan Edwards (Hon).

60 BEG: 1. Travis McClinton (Kaw); 2. Nick Randklev (KTM); 3. Gared Steinke (KTM); 4. Justin Duran (Kaw); 5. Devan Bolin (KTM).

60 JR: 1. Jared Wood (Kaw); 2. Kyle Thompson (Kaw); 3. Tyler Hayes (Kaw).

60 SR: 1. Ajay Olinger (Kaw); 2. Matthew Strobeck (Kaw); 3. Sean Ekerson (Kaw); 4. Steven Martinez (Kaw).

80 BEG: 1. Jake Cox (Yam); 2. Colton Waibel (Hon); 3. John Duran (Kaw); 4. Heidi Koerschgen (Kaw); 5. Carson McQuistion (Suz).

80 (12-13): 1. Cody Buyas (Kaw); 2. Alex Wirkus (Suz); 3. Ryan Huege (Hon).

80 (14-16): 1. Chris Leiby (Yam); 2. Brandon Irish (Hon).

S/MINI: 1. Cody Buyas (Kaw); 2. Colton Waibel (Hon); 3. Brandon Irish (Hon).

MINI OPEN: 1. Kyle Thompson (Kaw); 2. Matthew Strobeck (Kaw).

125 BEG: 1. Jason Petersen (Yam); 2. Lucas Buyas (Yam); 3. Ryan Thompson (Hon); 4. Jimi Blackwell (Suz); 5. Eric Stevenson (Hon).

125 JR: 1. Marc Miller-Jones (Suz); 2. Matt Hopkins (Suz); 3. Nick Clarno (Yam); 4. Brody Baxter (Suz); 5. Jesse Crandall (Hon).

**Mike Corder (25) raced to the wins in the 125cc and 250cc Pro classes at the Albany Supercross in Oregon.**

125 INT: 1. Matt Springsteen (Hon); 2. Rory Sullivan (KTM); 3. Ryan Metzler (Suz); 4. Kelvin Schoen (Yam); 5. Sean Connaghan (Yam).

125 PRO: 1. Mike Corder.

250 BEG: 1. Jeremy Warnicke (Yam); 2. Jeff Klein (Hon); 3. Brent Wedekind (Yam); 4. Aaron Maricich (KTM); 5. Bryce Sluman (Yam).

250 JR: 1. Steve Miller (Suz); 2. Mike Sather (Hon); 3. Richard Tunnell (Yam); 4. James Wirkus (Suz).

250 INT: 1. Matt Springsteen (Hon); 2. Ryan Metzler (Suz); 3. J.R. Vielle (Suz); 4. Devin Connaghan (Kaw).

250 PRO: 1. Mike Corder (Kaw); 2. Don Bisceglia (Suz); 3. Jason Mathews (Yam).

OPEN AM: 1. James Trivitt (KTM); 2. Shane Orton (Hbg).

OPEN PRO: 1. Dustin Nelson (Yam); 2. Spud Walters (Yam); 3. Ryan Leach (Yam); 4. Scott Myers (Yam); 5. Beau Baron (Yam).

BTH JR: 1. Steve Miller (Suz); 2. Doug McKuhn (Hon); 3. Brody Baxter (Suz); 4. Chase Major (Kaw); 5. T.J. Jensen (Suz).

BTH INT: 1. Matt Springsteen (Hon); 2. Rory Sullivan (KTM); 3. Sean Connaghan (Yam).

UTH JR: 1. Dave Schmid (Suz); 2. Randy Wing (Suz); 3. Greg Harmon (Hon); 4. Mike Marlowe (Suz); 5. Tim Harmon (Hon).

OTH BEG: 1. Bill Graves (Yam); 2. Keith Walstad (Hon); 3. Bob Harrison (Hon); 4. Shannon Roberts (KTM); 5. Roy Fender (Suz).

OTH INT: 1. Ed Smith (Suz); 2. Dave Schmid (Suz); 3. Dan Mathis (Yam); 4. Linc Linebaugh (Hon); 5. Greg Harmon (Hon).

OTH JR: 1. Mike Sather (Hon); 2. Brad Clossen (Yam); 3. Dean Glass (Hon); 4. Mike Ekerson (Hon); 5. Art Martinez (Kaw).

OTH PRO: 1. Don Bisceglia (Hon); 2. Joe Casey (Hon); 3. Rick Walling (Yam); 4. William Jory (Yam); 5. Jason Smith (Kaw).

O/T INT: 1. Dave Shepard (Hon); 2. Ron Wooding (Hon); 3. Ron Williams (Kaw); 4. Boe Teasdale (Yam); 5. Bill Graves (Yam).

O/T AM: 1. Gregory Chapman (Yam); 2. Mike Hopkins (Hus); 3. Ben Bramlett (Hus); 4. Richard Duncan (Hon); 5. Bill Farrell (Hus).

O/T EX: 1. Tim Sullivan (KTM); 2. Jim Parks (Yam).

O/T MNY: 1. Chuck Sun (Hbg); 2. Dean Johnson (Suz); 3. Ron Sun (KTM); 4. Jerry Ebert (Kaw); 5. Mitch Kirkpatrick (Hon).

WMN: 1. Joni Bisceglia (Suz); 2. Heidi Koerschgen (Kaw); 3. Charlotte Ellison (Hon); 4. Stacey Mathews (Yam).

Hardrock Cycle Park

## Millsaps rules the Rock

**By Kyle Myers**

OCALA, FL, AUG. 28

Fresh off his Loretta Lynn's championship, Davi Millsaps posted a four-moto sweep in the 80cc (7-11) and Supermini divisions at round 19 of the Sunshine State Championship Series, held at Hardrock Cycle Park. Just over 290 riders competed on this fine day of racing in the 95-degree Florida heat.

In the first Supermini moto, Millsaps rocketed out of the gate to lead the 14-rider field into turn one, with Billy Harper, Vince Carringone, Ricky Bryant and Ryan Warren following. Carringone, Bryant and Warren slipped by Harper on the opening circuit. Bryant then fell as Warren, Beau Svancao and Matthew Pedrero raced by. With a clear track in front of him, American Suzuki/No Fear/Oakley/Performance Engineering-backed Millsaps opened up a huge lead and held on to it until the finish. Carringone crossed the finish line second, with Svancao and Pedrero rounding out the top four spots after Warren crashed on the final lap, remounting to place fifth.

In moto two, Millsaps once again grabbed the early lead, with Bryant and Carringone following. Millsaps turned on the afterburners and raced all alone out front to score the easy win ahead of Bryant, Carringone, Warren and Justin Bryant.

Millsaps later returned to top both motos in the 80cc (7-11) race over Justin Bryant and T.J. Rhonelli.

Suzuki-mounted Steve Dumond also topped two classes at this round of the series, winning the 250cc B and Over 30 classes.

Greater Yamaha-backed Ronnie Renner posted a two-moto sweep to collect the majority of the Open Money purse.

### Results

P/W OIL: 1. Kalen Fitzpatrick (Yam); 2. Jason Coscia (Yam); 3. Taylor Placides (Yam); 4. Collin Cabre (Yam); 5. Mark Przystawski (Yam).

P/W (4-6): 1. Tyler Moore (Cob); 2. Zac Freeburg (Cob); 3. Robby Hess (Lem); 4. Damon Walker (Lem); 5. Levi Bufkin (Cob).

P/W (7-9): 1. Jesse Freeman (Cob); 2. Corey Woodard (Cob); 3. Chase Couture (Cob); 4. Jimmy Norton (Cob); 5. Travis Rogers (Cob).

P/W OPEN: 1. Jesse Freeman (Cob); 2. Jimmy Norton (Cob); 3. Tyler Moore (Cob); 4. Corey Woodard (Cob); 5. Chase Couture (Cob).

60 BEG: 1. Frank Charamut (Kaw); 2. Chad Stacy (KTM); 3. Zac Freeburg (Kaw); 4. Tyler Moore (Kaw); 5. Lauren Hall (Kaw).

60 (5-8): 1. Colton Maynard (Kaw); 2. Jerry Koppian (KTM); 3. Jimmy Norton (Kaw); 4. Christian Kelly (KTM); 5. Roger Williams (Kaw).

60 (9-11):1. T.J. Rhonelli (Kaw); 2. Danny Weyer (Kaw); 3. Devon Placides (Kaw); 4. Garrett Wood (Kaw); 5. Troy Davis (Kaw).

60 OPEN: 1. T.J. Rhonelli (Kaw); 2. Colton Maynard (Kaw); 3. Kyle Keylon (Kaw); 4. Mic Lane (Kaw); 5. Devon Placides (Kaw).

80 (7-11): 1. Davi Millsaps (Suz); 2. Justin Bryant (Suz); 3. T.J. Rhonelli (Suz); 4. Billy Harper (Suz); 5. Kyle Keylon (Kaw).

80 (12-15): 1. Augie Lieber (Suz); 2. Ryan Warren (Kaw); 3. Ricky Bryant (Kaw); 4. Clay Arnold (Hon); 5. Beau Svancao (Kaw).

S/MINI: 1. Davi Millsaps (Suz); 2. Vince Carringone (Kaw); 3. Ryan Warren (Kaw); 4. Beau Svancao (Kaw); 5. Rick Bryant (Yam).

YTH (12-15): 1. Brian Gray (Yam); 2. Jeremy McDow (Yam); 3. Darren Fortin (Yam); 4. Shawn Mayo (Hon); 5. Brad Bernier (Suz).

YTH (15-24):1. Ryan Davis (Kaw); 2. Forrest Butler (Hon); 3. Darryl Lind (Yam); 4. Derrick Keys (Yam); 5. Shawn Pettit (Yam).

125 BEG: 1. Matt Parke (Hon); 2. Thomas Wright (Kaw); 3. Brad Stromberg (Yam); 4. Joey Thomas (Hon); 5. Ronnie Speciale (Hon).

125 B: 1. Brian Gray (Yam); 2. Augie Lieber (Yam); 3. Kyle Hochstetler (Kaw); 4. Shawn Pettit (Yam); 5. Kyle Myers (Suz).

125 C: 1. Tony Stokes (Suz); 2. Darren Fortin (Yam); 3. Brad Baldino (Yam); 4. Cole Studstill (Hon); 5. Colin Marks (Yam).

250 BEG: 1. Mike O'Bear (Yam); 2. Buddy Martin (Suz); 3. Gary Jensen (Hon); 4. George Gotch (Suz); 5. Ron Sims (Kaw).

250 B: 1. Steve Dumond (Suz); 2. Tim Eggers (Yam); 3. Derrick Keyes (Yam); 4. Bryan Abel (Kaw); 5. Brad Ruel (Yam).

250 C: 1. Mark Campbell (Yam); 2. Jason Baker (Yam); 3. Brian Nagele (Yam); 4. James Poe (Yam); 5. Cole Studstill (Hon).

25+: 1. Marcus Pedrero (Suz); 2. Todd Gardner (Hon); 3. Bryan Abel (Kaw); 4. Kyle Myers (Suz); 5. Billy Wakefield (Yam).

30+: 1. Steve Dumond (Suz); 2. Tim Eggers (Yam); 3. Brad Ruel (Yam); 4. Mark Campbell (Yam); 5. Bryan Abel (Kaw).

35+: 1. Billy Wood (Yam); 2. Tim Eggers (Yam); 3. Mark Dye (Kaw); 4. Bruce Estrada (Kaw); 5. Bob Pannell (Kaw).

40+: 1. John Coleman (Suz); 2. Kevin Wilson (Suz); 3. Mike Caiazza (Yam); 4. Steve Edwards (Kaw); 5. Jackie Kelley (Kaw).

WMN: 1. Laurie Fitzpatrick (Yam); 2. Brianna Millsaps (Suz); 3. Tracey Smith (Yam); 4. Sommer Wood (Kaw); 5. Traci Hess (KTM).

MNY: 1. Ronnie Renner (Yam); 2. Todd Gardner (Hon); 3. Marcus Pedrero (Suz); 4. Forrest Butler (Kaw).

Wayne County Raceway MX

## Hull decks 'em

**By Carl Davis**

ORRVILLE, OH, SEPT. 3

Andrew Hull was flat out hauling at Wayne County Raceway in Friday night racing action, taking impressive wins in the 125cc Novice and Schoolboy classes. About 150 riders took to the speedway's infield for the Competition Riders of America point-paying event, which seems to be growing in popularity, as the quick and fast racing is drawing a lot of attention in its inaugural year.

Hull had his Suzuki humming through the tight and fast sections of the track, taking the 125cc C and Schoolboy-class wins with very good come-from-behind rides in both motos.

In 125cc Novice racing action, Hull had to work through a pack of riders in both motos. In moto one, Jimmy Schneider took the early lead, with a group of riders dicing it out behind him. David Youngas and Hull were on the move, passing their way to the front. Hull motored on to the win, with Youngas taking second and Schneider third.

In moto two, Den Den Quimper took the holeshot, while Hull was again stuck in traffic. Hull had a really nice outside line through the turns, carving up the small berms to motor into the lead on the final lap and take the overall win, with Quimper second overall and Schneider third overall in a tight battle to the end.

The Double brothers tried to stop Hull in the Schoolboy class, as brothers Craig and Keith, along with Mike Lucas, were going fast and furious. Hull emerged as the victor in both motos, with Lucas taking second overall and Craig Double claiming third overall ahead of his brother Keith.

A large turnout of riders in the 60cc class made for some exciting racing. Kyle Gills put his Kawasaki into the winner's circle with double moto wins. Johnny Delbalso took second, with Josh Snyder taking third. Aaron Morgan took fourth place, ahead of Allen Jones.

### Results

50 BEG: 1. Zachary Knotts (Cob); 2. Cody Bailey (Lem); 3. Nick Pittman (KTM).

50 JR: 1. Jesse Moore (KTM); 2. Brett McIntyre (Cob); 3. J.T. Harper (KTM).

50 SR: 1. Ryan Lucas (KTM); 2. Josh Abrecht (KTM); 3. Tony Hursey (Cob).

60: 1. Kyle Gills (Kaw); 2. Johnny Delbalso (Kaw); 3. Josh Snyder (Kaw).

80 JR: 1. Ryan Armitage (Kaw); 2. Dustin Gills (Kaw); 3. Randall Fellows (Yam).

80 SR: 1. Lee Westover (Yam); 2. Dam Mumaw (Kaw); 3. Jeffrey Camp (Kaw).

S/MINI: 1. Randall Fellows (Yam); 2. Lee Westover (Yam); 3. Matt Szefcyk (Suz).

SCHBY: 1. Andrew Hull (Suz); 2. Mike Lucas (Suz); 3. Craig Double (Yam).

125 A: 1. Jake Davis (Hon); 2. Larry Bellman (Yam).

125 B: 1. Travis McQueen (Suz); 2. Derek Durbin (Suz).

125 C: 1. Andrew Hull (Suz); 2. Den Den Quimper (Kaw); 3. Jimmy Schneider (Yam).

250 B: 1. Eric Klein (Yam).

250 C: 1. Jason Abrecht (Suz); 2. Keith Krnac (Suz); 3. Bob Scandlon (Hon).

SR 1: 1. John Delbalso (Hon); 2. Eric Bauer (Hon); 3. Dave Double (Hon).

SR 2: 1. Carl Davis (Hon); 2. John Bush (KTM); 3. Chuck Smith (Hon).

4-STRK: 1. Dusty Loy (Yam).

BMBR: 1. Bob Scandlon (Hon).

WMN: 1. Dee Dee Haehn (Yam); 2. Kimberly Kocher (Suz).

EXTRA: 1. Travis McQueen (Suz); 2. Derek Durbin (Suz).

Washougal MX

## Murphy weathers Storm

**By Pat Dougherty**

WASHOUGAL, WA, SEPT. 12

After gating third in the first moto in the Before The Hill race at Washougal MX, Battleground, Washington's Travis Murphy patiently made his way to the front of the class to take the moto win, ahead of young KTM 125 pilot Rory Sullivan from Estacada, Oregon. Early in the second moto, Sullivan railed the outside of the S-turns to overtake Murphy for the lead. Sullivan pulled out a six-bike-length lead. Murphy had to adapt to the concept of following, but a couple laps were all that was required before his own pace moved him closer to the kid. Then Murphy backed it down a notch and pulled his Pro Caliber Suzuki to the side of the track to talk with his mechanic, and then pulled out of the race for good.

Sullivan went on to win in front of the rest of the tough field.

It turns out that the one-way valve mounted on Murphy's gas-tank overflow tube fell off and he was drenched from the waist down with premix. He hustled to change clothes and make the last moto of the day, the 250cc A/B class.

Longview, Washington's Mike Corder pushed his Pro Circuit Kawasakis into the lead of both the 125cc A and 250cc A classes, scoring bullets in every moto. When the gate dropped for the last moto of the day, it was Terry's Cycle Center's Mike Hamness aboard a Suzuki, followed by his brother Terry (on a Kawasaki also sponsored by Terry's Cycle Center) and Corder. It took almost a lap for Corder to pass the brothers and settle into a pace that would earn him some gas money.

In the first 250cc Intermediate moto, Suzuki-mounted Ryan Metzler snaked the holeshot and peaked in front of a large field of quality riders, pulling an impressive lead and taking the win. The usually fast-starting Travis Murphy was the last to round the first turn. This set up an incredible charge that took Murphy from last to second by the end of the moto.

In moto two, nobody could take the holeshot away from Murphy, but SMP/SubZero Manufacturing/DeVol Racing-backed Kawasaki rider Mike Storm from Beaverton, Oregon, certainly wanted to rain on Murphy's parade! After finishing sixth in the first moto with slight mechanical problems, Storm dogged Murphy, giving him the most pressure he has had in a long time. The fans witnessed the fastest laps of the day. Murphy and Storm's pace was a couple of seconds faster per lap than that of the pro riders out on the track at the same time. Murphy stood his ground and took the win, but he agreed that "the Storm was looming."

### Results

50 (4-6) OIL-INJ: 1. Evan Nystrom (Pol).

50 (4-6) STK: 1. Landon Currier (Cob); 2. Nick Gubser (KTM); 3. Thomas Nichols (KTM); 4. Tyler Holweger (KTM); 5. Austin Rose (KTM).

50 (7-8) STK: 1. Gared Steinke (Cob); 2. Joey Ruminer Jr. (KTM); 3. Nickolas McMillen (Cob); 4. Chris Meeker (KTM); 5. Ryan Nystrom (Yam).

60 (7-8): 1. Danny Gubser (Kaw); 2. Tyler Villopoto (Kaw); 3. Gared Steinke (Cob); 4. Kyle Thompson (Kaw); 5. Alec Watts (Kaw).

60 (9-11): 1. Ryan Villopoto (Kaw); 2. Sean Fitzgerald (Kaw); 3. Billy Leininger (Kaw); 4. Jonathan Gabrio (Kaw); 5. Sean Ekerson (Kaw).

80 (12-13): 1. Kenny Webster (Kaw); 2. Derrick Hakes (Hon); 3. Zachariah Halcumb (Hon); 4. Cody Buyas (Kaw).

80 (14-15): 1. David Rose (Kaw); 2. Lars Trulson Jr. (Yam); 3. Tyler Fick (Kaw).

S/MINI (9-11): 1. Shon Wilson (Yam); 2. Ross Johnson (Yam); 3. Brady Sheren (Kaw); 4. Kory Huffman (Kaw); 5. Justin Keeney (Hon).

S/MINI (12-15): 1. Tyler Fick (Kaw); 2. David Rose (Kaw); 3. Kenny Webster (Kaw); 4. Derrick Hakes (Hon); 5. Lars Trulson (Yam).

5 A: 1. Mike Corder (Kaw); 2. Paul Conner (Yam); 3. Michael Lankhaar (Yam); 4. Jere Meeker (Kaw).

125 B: 1. Michael Storm (Kaw); 2. Ryan Metzler (Suz); 3. Tim Sullivan (KTM); 4. Michael Scheel (Yam); 5. Michael Smith (Hon).

125 C: 1. Richard Sipp (Yam); 2. Steve Miller (Suz); 3. Dan Sobole (KTM); 4. Kyle Versteeg (Yam); 5. Bryan Thiebedeau (Kaw).

125 D: 1. Shane Austin (Kaw); 2. Lucas Buyas (Yam); 3. Matt Nichols (Yam); 4. Randal Lewis (Yam); 5. Bryan Campbell (Hon).

250 A: 1. Mike Corder (Kaw); 2. Terry Lee Hamness Jr. (Kaw); 3. Mike Hamness (Suz); 4. Jason Mathews (Yam); 5. Paul Conner (Yam).

250 B: 1. Travis Murphy (Suz); 2. Ryan Metzler (Suz); 3. Michael Storm (Kaw); 4. J.R. Vielle (Suz); 5. Nick Foister (Yam).

250 C: 1. David Schmid (Suz); 2. Steve Miller (Suz); 3. Ed Smith (Suz); 4. Larry Smith (Hon); 5. Taft Matherly (Yam).

250 D: 1. Brittan Burlingame (Yam); 2. Phil Joncas (Kaw); 3. Lucas Buyas (Hon); 4. Adam Jones (Hon); 5. Aaron MacDonald (Hon).

25+ A/B: 1. Terry Lee Hamness Jr. (Kaw); 2. Mike Hamness (Suz); 3. Aric Cool (Hon); 4. Todd Hinders (Suz); 5. Matt Larson (Yam).

25+ C: 1. Wayne Murray (Kaw); 2. Barry Selley (Kaw); 3. Taft Matherly (Yam); 4. Matthew Burrell (Hon); 5. Dane Batty (KTM).

30+ A: 1. Don Bisceglia (Hon); 2. Jere Meeker (Kaw); 3. Robb Manning (Yam).

30+ B: 1. Chris Bennett (Suz); 2. Todd Hinders (Suz); 3. Ed Smith (Suz); 4. Keith Cayton (Kaw); 5. David Schmid (Suz).

30+ C: 1. Jon Harrison (Hon); 2. Alex Schon (Yam); 3. Terry Linde (Hon); 4. Geoff Sanchez (Hon); 5. Baste Ellingsen (Yam).

40+ A: 1. Alan Evans (Yam); 2. Greg Rodgers (Hon); 3. Tim Sullivan (Hbg); 4. Mitch Kirkpatrick (Hon); 5. Gary Roe (KTM).

40+ B: 1. Boe Teasdale (Yam); 2. David Shepard (Hon); 3. Larry McCarthy (Hon); 4. Mike Schwerzler (Kaw); 5. David Overacker (Yam).

40+ C: 1. David Lett (Hon); 2. Borge Ellingsen (Yam); 3. Donald Ewing (Kaw); 4. Dan Alessio (Kaw); 5. Charles McBride (KTM).

BTH: 1. Rory Sullivan (KTM); 2. Bryan Clevenger (Hon); 3. Michael Scheel (Yam); 4. Sean Connaghan (Hon); 5. Tyson Blood (Suz).

OPEN B/C: 1. Nick Foister (Yam); 2. James Miller (Hon); 3. Alan Evans (Yam); 4. Jesse Allen (Yam); 5. Steven Burton (Yam).

OPEN D: 1. Clark Sexton (Hon); 2. Mark Moore (Hon); 3. Vint Holtman (KTM); 4. Shane Orten (KTM); 5. James Trivitt (KTM).

Andrew Hull (56) passed Jimmy Schneider (39) and set sail to the 125cc C overall win. Hull also won the Schoolboy class at Wayne County Raceway in Orrville, Ohio.

WMN (12+): 1. Joni Bisceglia (Suz); 2. Mary Altergott (Yam); 3. Stacey Mathews (Yam).

Perris Raceway

## Stewart in charge

**By Kenny Morris**

PERRIS, CA, AUG. 21

Bryce Stewart set sail to a clean 1-1 moto sweep in the 50cc (4-6) Modified class at the final round of the Hot Summer Night Series at Perris Raceway.

When the gate dropped, Stewart snagged the holeshot, with Dakota Garner in second and Justin Jeffers in third. Stewart extended his lead, which left Garner and Jeffers to do battle for second. During the battle, Garner went down, which allowed Jeffers to secure second. At the checkered flag, Stewart finished first, Jeffers was second and Garner was third.

In the second moto, Stewart grabbed the holeshot again, with Jeffers in second and Garner in third. Garner passed Jeffers early and set his sights on Stewart, steadily closing the gap. With Garner still about three seconds behind him, this didn't bother Stewart. Despite Garner's charge, time ran out, and Stewart took the win, with Garner in second and Jeffers in third.

The fans and racers had the pleasure of watching three youngsters do battle all summer long at the Hot Summer Night Series, in the 80cc Intermediate class: Chase Meineke, Jared "The Jet" Brown and Kevin Breid. This proved to be Brown's night, as he rode to a 1-1 sweep. The holeshot in the first moto went to Brown, with Meineke, Breid and Adam Benavides following. As the trio did battle, the first to buckle was Breid. With Breid going down, it was now a two-way war between Brown and Meineke. Brown came out on top this moto, finishing first, with Meineke a close second, Benavides a solid third, and Breid settling for fourth.

The trio kept the crowd guessing again in moto two. The advantage went to Brown again, and Breid, in second, had his hands full with Meineke. The three were separated by only a second, and the race could have been anybody's, but a cool and calm Brown took the checkered first. Breid just edged out Meineke for second, which put Benavides in fourth.

### Results

50 (4-6) STK: 1. Dakota Garner (Cob); 2. Bryce Stewart (Cob).

50 (7-8) STK: 1. Johnny Jelderda (Lem); 2. Marcus Carrillo (Lem).

50 (4-6) MOD: 1. Bryce Stewart (Cob); 2. Dakota Garner (Cob); 3. Justin Jeffers (KTM).

50 (7-8) MOD: 1. Johnny Jelderda (Lem), 2. Marcus Carrillo (Lem).

60 BEG: 1. Jonathan Horgan (Kaw); 2. Adrian Fuller (KTM); 3. Cody Tithof (KTM); 4. Zack Williams (Kaw).

60 NOV: 1. Chapman Fiene (Kaw); 2. George Jeffers (Kaw); 3. Richard Sterling (Kaw).

60 INT: 1. Danny Gonzales (Kaw), 2. B.J. Bohrer (KTM).

60 OPEN: 1. Chapman Fiene (Kaw); 2. Danny Gonzales (Kaw).

80 BEG: 1. Garrett Iwanicki (Suz); 2. Jeff Bell (Suz); 3. B.J. Bohrer (Yam); 4. Brys Kuntz (Yam); 5. Bryan Brimhall (Suz).

80 NOV: 1. Adam Benavides (Hon); 2. Jared Minor (Hon); 3. Kenny Clark (Yam); 4. Anthony Charette (Yam); 5. Phillip Bruscella (Yam).

80 INT: 1. Jared Brown (Yam); 2. Chase Meineke (Yam); 3. Kevin Breid (Yam); 4. Vincent Benavides (Hon); 5. Jeff Loop (Yam).

80 EX: 1. Kelly Tedder (Yam); 2. Scott Simon (Yam).

80 S/MINI: 1. Jesse Casillas (Yam); 2. Chase Meineke (Yam); 3. Jared Brown (Yam); 4. Kevin Breid (Yam); 5. Vincent Benavides (Hon).

125 BEG: 1. Jeff Vaughn (Kaw); 2. Roy Black (Kaw); 3. David Stultz (Suz); 4. Joshua Steed (Yam); 5. Jeremy Roberts (Kaw).

125 NOV: 1. Isaac Oshita (Yam); 2. Brandon Hamlett (Yam); 3. Cole Sleeter (Yam); 4. Israel Ochoa (Suz); 5. Jason Larsen (Yam).

125 INT: 1. Nathan Craig (Suz); 2. Brandon Milstead (Suz); 3. Cory Gibbons (Yam); 4. Erik Meyer (Yam); 5. Randy Clark (Kaw).

125 PRO: 1. Oscar Valdez (Yam); 2. Michael Sleeter (Yam); 3. Mark Tilley (KTM).

250 BEG: 1. Wade Henderson (Kaw); 2. Jay Johnson (Yam); 3. Brody Walters (Yam); 4. Chris Drager (Hon); 5. Stuart Davies (Yam).

250 NOV: 1. Andy Bakker (Yam); 2. Chris Bowers (Hon); 3. Justin Miller (Yam); 4. Mike Hart (Kaw); 5. Grant Clabaugh (Yam).

Dominic Izzi flies through the flags for the 60cc victory at Dutch Sport Park in Bloomingdale, Michigan. Izzi also took the Auto (7-8) class win.

250 INT: 1. Scott Sease (Hon); 2. Bryan Jaramillo (Kaw); 3. Brandon Milstead (Suz); 4. Bomber Hernandez (Hon), 5. Bryan Bruno (Yam).

25+ INT: 1. Mike Wilson (Yam).

30+ BEG 1. Marc Matson (Yam); 2. Steve Molera (Suz).

30+ INT: 1. Chris Hughey (Suz); 2. Steve Berg (Yam); 3. David Vintlove (Yam).

40+ BEG: 1. Jim Masters (Kaw).

40+ NOV: 1. Larry Williams (Yam); 2. Bart Brimhall (Yam); 3. Bill Cotton (Yam).

40+ INT: 1. Chris Cumbo (Hon).

40+ EX: 1. Mike Altenhofel (Hon).

Dutch Sport Park

## Izzi a winner? You bet!

**By Larry Witmer**

BLOOMINGDALE, MI, AUG. 22

Dominic Izzi of Chesterfield, Michigan, took his KX to impressive wins in the highly competitive 60cc (7-11) division. The weekend event was sponsored by Gates Chevy World of Mishawaka, Indiana.

In the opening 60cc moto, Shane Sewell absconded with holeshot. Ron Mitchell was second, Brett Wagner third and Izzi fourth. Izzi passed the duo of Wagner and Mitchell in the Sandbox switchback area on the opening lap. Wagner used Izzi as a block and passed Mitchell for third. Up front, Sewell had opened up a three-second lead early on, but once Izzi got into second, that lead evaporated. Wagner was third, Caleb Jorgenson worked his way past Mitchell in the sand rockers for fourth, and Mitchell was fifth. On the second lap, Izzi used momentum and the big tabletop jump to pass Sewell. Izzi, Sewell and Wagner stayed within two seconds of each other. Jorgenson, Cody Davis, Mitchell and Brandon Cooley battled for fourth. Davis tried an aggressive pass on Jorgenson, but the riders tangled and both went down in a heap, giving fourth to Cooley and fifth to Mike Blauman as they scrambled to avoid the downed riders. The order was the same at the finish.

In the second moto, Izzi ripped the holeshot, but Sewell passed Izzi on the Freeway straight. Izzi repassed the KTM speedster in the Sandbox. Izzi checked out on the 22-rider field, taking the win with a huge advantage at the checkers. Wagner had a bad start and had to move through the field, displacing Davis for fourth over the big tabletop in the back and then gunning down Mitchell for third in the sand rockers.

"I got the shot the second moto, and Sewell passed me," Izzi recounted. "That surprised me, but I retook the lead shortly after his pass. I love those big tabletops out back. They are fun. I would like to thank Performance Engineering, Majic Racing and Pro Image for their support. Oh, yeah - and my dad, for his support."

Second belonged to Shane Sewell from Indiana.

"This is a fun track," Sewell said. "I like those big tabletops out there. You can get some air!"

**Results**

AUTO SHAFT (4-8): 1. Zachary Bassler (Yam); 2. Austin Nelson (Yam); 3. Doug Moline (Yam); 4. Matt Kovach (Yam); 5. Cody McClellan (Yam).


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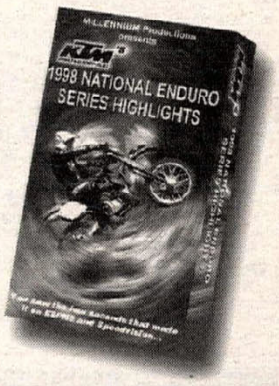


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## MOTOCROSS

**(#141) Legacy**
Join Roger DeCoster, Bob Hannah, Jeff Ward and Rick Johnson as they reminisce about their careers and epic battles as this film threads its way throughout the evolution of motocross from it's roots in the early 70's to the star-studded 90's. No true motocross fan should be without this video. 70 minutes from X-Factor. **$34.95**

**(#7) The Evolution of Motocross**
Gary Semics has put together the story of motocross' early days, highlighting 52 years of European and American racing. From the days when British dinosaurs ruled the roost to Jeremy McGrath on his CR250, you'll see it all in this 95 minute video from Gary Semics Video. **$42.95**

**(#12) Dirt Devils**
Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video. **$33.95**

**(#162B) '91 AMA Nat'l MX Season Review**
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video. **$42.95**

**(#162C) '92 AMA Nat'l MX Season Review**
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video. **$34.95**

**(#2277) This Is Motocross**
New to Motocross? Here's everything you need to set you up for this popular sport, from starting out to choosing bikes & equipment, what kind of clubs to join, top action & rider interviews, past heroes and modern supercross. 55 minutes from White Star/Duke Video. **$34.95**

**(#2106) 1997 World 500cc MX Series Review**
Seeing this series unfold is riveting...watch in awe as the big guns - Smets, King, and Nicoli - charge across your screen through every world round. 90 minutes from White Star/Duke Video. **$34.95**

**(#2105) 1997 World 250cc MX Series Review**
Everts, Tortelli & Bervoets lead the way through a nail-biting series that will keep you hooked from start to finish. Includes excellent commentary. 90 minutes from White Star/Duke Video. **$34.95**

**(#2104) 1997 World 125cc MX Series Review**
1997's rivalry between Chiodi & Puzar led to some great battles across mud & sand around the world. Features every round. 90 minutes from White Star/Duke Video. **$34.95**

**(#2110) 1997 Motocross des Nations**
The world's biggest motocross talents gathered in Belgium to fight for the ultimate crown. Witness what really happened the year America lost MXdN honors. 90 minutes from White Star/Duke Video. **$34.95**

## SUPERCROSS

**(#325H) Bar to Bar**
Jeff Emig swipes the #1 plate away from Jeremy McGrath. See the best talent on the planet go "Bar to Bar" in this review of the entire 1997 AMA Supercross Series. Great behind-the-scenes footage and intense racing, one of the best Supercross Series ever! 70 minutes from X-Factor. **$19.95**

**(#325I) Bar to Bar 2**
The Quest for Victory...is in your face racing, featuring the best riders on the planet. Relive the whole 1998 Supercross season with your favorite riders like Jeremy McGrath, Ezra Lusk, Kevin Windham, Jeff Emig, Larry Ward, John Dowd, Ricky Carmichael, Doug Henry and many others. 60 minutes from X-Factor. **$19.95**

## TOURING/ROAD RIDING/CRUISING

**(#106A) 50 Years of Daytona**
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design. **$22.95**

**(#213) The Roads of Colorado**
Actual footage of selected roads and points of interest throughout Colorado. This video makes an ideal tool for anyone planning a motorcycle trip through the Rockies. 90 minutes from L&M Productions. **$29.95**

**(#230) Ride America: Highway 1**
California's legendary Highway 1 is still one of the great challenges for the street riding motorcyclist. This ride takes you from the Golden Gate Bridge through some of the most undeveloped and least populated areas in California. Ride with journalist Charles Everitt, World Speedway Champion Bruce Penhall and others from San Francisco on north through the twisties along Highway 1. 60 minutes from Peter Starr Productions. **$24.95**

**(#231) Ride America: The Million Dollar Highway**
Experience the wonder and beauty of Colorado's Million Dollar Highway in the colorfest season -golden aspen trees, blue skies and clean crisp air greet you as you head north on the 130 mile ride from Durango to Telluride. Join Bobby Unser, Bruce Penhall, Malcolm Smith, Wally Dallenbach and friends as they ride a variety of BMW's through the heart of the San Juan Mountains. 60 minutes from Peter Starr Productions. **$24.95**

**(#1293) Postcard from Daytona**
Join the millions who make this the world's biggest & most colorful Hog party. Cruise Main Street and Daytona Beach & check out demolition derbies, stunt demos, and sunburned tourists...everything that happened away from the racetracks during Bike Week '96. 61 minutes from White Star/Duke Video. **$34.95**

## ROAD RACING

**(#1722) 1998 Bike GP 500 Series Review**
Relive the very best of the '98 FIM World C'Ship 500 GP season in this official, 3-hour review. Features all of the top action on the track, from the air, and on the bikes, this video captures the story of another legendary Doohan season, now the second most successful GP racer ever behind Italian legend Giacomo Agostini. 180 minutes from White Star/Duke Video. **$34.95**

**(#1704) 1998 World Superbike Series Review**
Three hours of action and season highlights on and off the track. The best of the racing, equipment, personalities and tracks throughout the season when Ducati's King Carl Fogarty once again reigned supreme. 180 minutes from White Star/Duke Video. **$34.95**

**(#41) Bike Experience**
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video. **$34.95**

**(#1490) On-Bike GP Experience**
Race with the best riders of the '92 GP season as the pack give chase just inches away from the camera! Superb sounds of GP bikes in action in full stereo, with rider voice-overs. 65 minutes from White Star/Duke Video. **$34.95**

**(#1576) On-Bike GP Experience 2**
All-action compilation of the best 1990's on-bike recordings right up to the last GP of '96. Jump into the hot seat with Doohan, Criville, Cadalora, Kocinski, Rainey, Schwantz, etc. as Randy Mamola's commentary guides you around all the famous circuits. 75 minutes from White Star/Duke Video. **$34.95**

**(#1537) On-Bike Nurburgring Experience**
A rare chance to "ride" this demanding German circuit & learn how the experts do it, then ride with Helmut Dahne on the fastest on-bike lap of the "Ring" ever recorded. 55 minutes from White Star/Duke Video. **$34.95**

**(#1480) Best Bike GPs of the 80's**
Re-live not just the best action from the '80s, but also the 10 very best races as chosen & presented by the stars themselves: Rainey, Schwantz, Mang, Haslam, Gardner, Pons, Mamola, Lawson, Roberts and Sarron. 55 minutes from White Star/Duke Video. **$34.95**

**(#1494) Rainey's Year: 1992**
Fascinating insights into the workings of a top GP team as the triple World Champ's greatest season unfolds under the guidance of Kenny Roberts. Follow them from testing to the final victorious race. 75 minutes from White Star/Duke Video. **$34.95**

**(#1521) Schwantz: World Champion 1993**
He may be gone from the scene - but there's no way you can forget him! Here's King Kevin on his way to winning his first World Championship, with music from Queen, brilliant race action and intimate off-track footage. 60 minutes from White Star/Duke Video. **$34.95**

**(#1916) 1997 AMA Superbike Series Review**
Get your engines fired up as you relive this season of spectacular action. From Laguna Seca to Colorado springs to the amazing round at Sears Point. See incredible footage of each round as Mat Mladin, Miguel Duhamel and Doug Chandler battle for supremacy. All the action is here in this comprehensive 1997 review. 48 minutes from WhiteStar/Duke Video. **$34.95**

**(#5903) Champion: Kenny Roberts**
A profile of the racing career of the legendary Kenny Roberts. 69 minutes from White Star/Duke Video. **$34.95**

**(#5904) Champion: Barry Sheene**
A profile of the racing career of British GP star Barry Sheene. 65 minutes from White Star/Duke Video. **$34.95**

**(#5932) Champion: Mick Doohan**
A profile of the racing career of Australian GP star Mick Doohan. 65 minutes from White Star/Duke Video. **$34.95**

**(#5901) Champion: Geoff Duke**
A profile of the racing career of the legendary Geoff Duke. 59 minutes from White Star/Duke Video. **$34.95**

**(#5902) Champion: Giacamo Agostini**
A profile of the racing career of legendary Italian GP champ Giacamo Agostini. 75 minutes from White Star/Duke Video. **$34.95**

**(#5900) Champion: Mike Hailwood**
A profile of the racing career of legendary British champion Mike "The Bike" Hailwood. 60 minutes from White Star/Duke Video. **$34.95**

**(#5956) Champion: Phil Read**
A profile of the racing career of legendary Phil Read. 70 minutes from White Star/Duke Video. **$34.95**

**(#1540) Cutting Edge Bikes**
Former racer Mat Oxley tests the championship GP machines of '94 including Mick Doohan's 500cc Honda, Biaggi's 250cc Aprilia, and Sakata's 125cc factory Aprilia. 72 minutes from White Star/Duke Video. **$34.95**

## ISLE of MAN TT

**(#1070) History of the Isle of Man TT**
A unique and definitive 3-part video history of the world's most famous motorcycle races, specially commissioned from David Wood, whose archive material is simply unsurpassed. Every Senior race winner is featured and there is action footage from the very first races and every event from 1920 to 1996. A 3-tape collection every TT fan will cherish for years to come. (Part 1: The Early Years 1907-39; Part 2: The Championship Years 1947-76; Part 3: From Strength to Strength 1977-96). 216 minutes total, from White Star/Duke Video. **$69.95**

**(#1097) 1948 Isle of Man TT**
Probably the first IoM TT film produced after WWII, this recently discovered film won an award for its enthusiastic producer Sam Coles. There is no sound other that the informed commentary of Graham Walker. Features all the pre-race activities right up to the warmup and Grand Parade. 36 minutes from White Star/Duke Video. **$34.95**

**(#1055) Golden Mountain**
Two memorable Hailwood years on one video. 1961 was a wonderful record of his stunning TT Jubilee Year debut. the 1963 Senior TT cast Hailwood vs. Hartle & Read in the last glory days of Norton, Matchless, AJS...52 minutes from White Star/Duke Video. **$34.95**

**(1296) Mad Sunday: The Fans' TT**
The other side of this magic motorcycle festival, from pubs to bands, street parties, sand racing, club meets, and lots more. 60 minutes from White Star/Duke Video. **$34.95**

**(#5554) On-Bike TT Experience**
"Addictive", "exhilarating", "breathtaking" - just some of the reactions we've had to this unique series which lets you "ride" the fearsome IoM TT circuit on a variety of '90s machinery. Features solo & sidecar footage, stereo bike sounds and rider commentaries. 85 minutes from White Star/Duke Video. **$34.95**

**(#5559) On-Bike TT Experience 2**
Live the TT in over an hour of superb on-bike and sidecar action. 80 minutes from White Star/Duke Video. **$34.95**

**(#5563) On-Bike TT Experience 3**
The way it really looks from the rider's eye view around the eye of man...bloody frightening! Features for the first time, on-screen data logging. Scary and totally compulsive - see for yourself why the TT is a road race like no other. 89 minutes from White Star/Duke Video. **$34.95**

**(#1606) 1998 Isle of Man TT**
"Brave Hearts"... Over 2 hours of courage and bravery. This full coverage video takes you down to road level with awesome curb-cam shots to give you a frightening picture of machines coming at you at 180 mph. Of course it also comes with all the crazies at the street party. 140 minutes from WhiteStar/Duke Video. $42.95

**(#1608) 1999 Isle of Man TT**
"Pure Grit" - the Long Review...Molyneux & Hallam, Fisher & Long, Lougher , McGuinness, Dunlop and of course Jefferies were among the specialists who blazed a trail over the granite roads, cheered on by thousands of diehard fans. 140 minutes from White Star/Duke Video. **$42.95**

## TRIALS

**(#2043) This Is Motorcycle Trials**
Packed with advice for beginners from maestros Sammy Miller and Steve Colley, also full of history and interesting info for developing riders. 60 minutes from White Star/Duke Video. **$34.95**

**(#2056) This Is Advanced Motorcycle Trials**
World Championship Techniques are demonstrated and explained by 1997 Trials des Nations winner Steve Colley, including 180-degree turns, back-wheel balancing and other advanced moves. 62 minutes from White Star/Duke Video. **$34.95**

**(#2047) Extreme Trials with Steve Colley**
This brilliant tape offers one-to-one tuition from one of the world's leading trials exponents on mastering the most difficult maneuvers imaginable. 60 minutes from White Star/Duke Video. **$34.95**

**(#2057) Trials Superstars**
The world's best in action at the 1996 Sheffield Indoor Arena Trial. 55 minutes from White Star/Duke Video. **$34.95**

**(#2063) 1999 Sheffield Arena Trial**
At the prestigious first world-class trials event of '99, Dougie Lampkin came to Sheffield to defend his World Championship crown against Cobos, Colomer, Bilbao, Jarvis, Colley and Kuroyama. Amazing bike control, balance and atmosphere...65 minutes from White Star/Duke Video. **$34.95**

**(#116) Geoff Aaron: Balancing Act**
An extreme trials video featuring US Trials hero Geoff Aaron. If you've seen his shows, this is the only way to show your friends the talent and amazing moves of professional trials. 60 minutes from Impact Video. **$24.95**

## SPEEDWAY

**(#45H) 1998 U.S. Speedway National C'Ship**
In a one-night, winner-take-all format, for the 29th consecutive year, the top 16 speedway racers from the United States meet at Orange County Fairgrounds in Costa Mesa, California. Bruce Flanders and Terry Clanton call the action from the famous bullring. Features the best in the US! 60 minutes from RAZ Video. **$29.95**

**(#46) '98 American Speedway Finals**
Staged at Auburn, CA in September '98, this program covers the FIM/AMA American Final to determine those riders who would represent the US at the World Finals. Hosted by Bruce Flanders, Mike Rooney and Howie Zechner. 60 minutes from RAZ Video. **$39.95**

**(#47) '99 Auburn Speedway Nationals**
Held in May '99 at California's Auburn Speedway to determine the AMA National Speedway Championships. Includes an exciting Hot Rod Show segment and is dedicated to the AMA's late Bill Boyce. 60 minutes from RAZ Video. **$39.95**

**(#5950) Champion: Barry Briggs**
A career profile of legendary British world champion speedway racer Barry Briggs. 75 minutes from White Star/Duke Video. **$34.95**

## DIRT TRACK

**(#182) Smooth Moves**
A review of the 1990 Camel Pro Series Championship, as Scott Parker and Chris Carr dueled all year for the title. 60 minutes from Missing Lenk Video. **$34.95**

**(#183) Ricky Graham: The Career Year**
"Ricky G" is a tribute to one of the greatest Grand National motorcycle racing seasons ever and the man who rewrote dirt track racing records. In 1993, Ricky Graham showed the world that he was indeed one of the best Grand National racers of all time. 38 minutes from Chet Burks Productions. **$19.95**

**(#184) Best of Dirt Trackin'**
Profiles of the top names in AMA Grand National Dirt Track Racing, behind the scenes at the great tracks as the legends and the rookies take their shot at the GNC. Produced in '99, featuring the '98 season. Proceeds benefit the Dirt Track Hall of Fame. 50 minutes from Chet Burks Productions. **$19.95**

## VINTAGE

**(#118) Enduring Memories**
Original narrated footage of classic enduro competitions, including the 1962 & 1964 Jack Pine Enduro, and the 1959 Greenhorn Enduro. This video illustrates how the bikes changed the sport in just five years. 45 minutes from Missing Lenk Video. **$34.95**

**(#1007) Against the Odds: Jarno Saarinen**
The only film made in the '70s which chronicled the short, dazzling career of one of the most talented motorcycle racers of all time. 75 minutes from White Star/Duke Video. **$34.95**

**(#1027) Multi-Cylinder Magic**
MV Agustas, Benellis & the Honda-6, back on the tracks of Europe in '95 with the men who made them famous. A real treat for the eyes and ears! 70 minutes from White Star/Duke Video. **$34.95**

**(#1602) TT Classic Magic**
A nostalgic celebration of classic TT sights and sounds. Includes highlights of Moto Guzzi's 75th anniversary gathering, the '96 Classic Parade, VMCC rallies, club meets and unique on-classic-bike camera footage. 85 minutes from White Star/Duke Video. **$34.95**

**(#1258) Classic Superprix '89**
Join Surtees, Taveri, Minter & Marshall at the largest gathering of ex-works GP bikes since the '50s - MV's, Gilera, the supercharged '39 AJS V-4 & Porcupine and the only running Honda-6 & Norton Cosworth! 52 minutes from White Star/Duke Video. **$34.95**

**(#1292) Daytona Classics '96: Return of the Legends**
Soak up the unique flavor of the big AHRMA Monday at Daytona International Speedway with Duke and Gilera, BMW's Battle of the Legends, Stroud on the Britten, on-bike Harley footage and more. 60 minutes from White Star/Duke Video. **$34.95**

**(#8) Castrol History of Motorcycle Racing**
Three-volume series from the David Wood archives of world-class motorcycle road racing. Volume 1: How It All Began & the TT (62 minutes); Volume 2: Birth of the GP & the Japanese Arrival (73 minutes); Volume 3: The Other Champions & Pressure, Money and the Need to Win (65 minutes). From White Star/Duke Video. **$99.95**

**(#1069) Classic Racer Experience**
Here's your chance to join Dave Roper around the Isle of Man TT circuit on a Matchless G50 with all the classic sounds and sights on the big single. 30 minutes from White Star/Duke Video. **$29.95**

**(#1034) V-Four Victory**
A seriously addictive all-time best-seller with action from the '83 Ulster GP and Honda vs. Suzuki "megabike" challenge, plus a classic mind-blowing lap of the TT course with Joey Dunlop. 50 minutes from White Star/Duke Video. **$29.95**

**(#1090) Old Indians Never Die**
A rare treat for Indian fans, tracing the story of a devoted group of Indian riders and their bikes on an epic rally from the US to Scotland. Also packed with wonderful bike talk and nostalgic archive footage. 38 minutes from White Star/Duke Video. **$34.95**

**(#1086) Best of British: Triumph**
Triumph is one of the greates names in British motorcycle history, with legions of enthusiasts spread throughout the world. The full story on the brand from past to present. 75 minutes from White Star/Duke Video. **$34.95**

**(#1087) Best of British: Norton**
Norton is one of the most evocative names in the history of British motorcycling, and this video tells the whole story of the grand marque. 75 minutes from White Star/Duke Video. **$34.95**

**(#1088) Best of British: BSA**
At the end of the 50's no company in the world was selling more motorcycles than Britain's BSA Group. Twenty years later, the giant conglomerate was out of business, crippled by complacency, bad management and lack of investment. This in-depth video tells the whole story from its beginnings in the armaments trade of the 18th century through the glory years of world motorcycle market domination, to the final sorry climax. 70 minutes from White Star/Duke Video. **$34.95**

**(#6) '98 Vintage Iron World Championships**
The 1998 Vintage Iron World MX Championships and Iron Men of Motocross Banquet brought together the brightest stars of MX from around the globe to Glen Helen Raceway. Larry Maiers hosts this compilation of the weekend's highlights with interviews of icons like DeCoster, Bailey, LaPorte, DeSoto, Aberg, Larssen, and a stroll down memory lane looking at the equipment of the weekend. Intense on-track action, too, featuring Lackey, Eirstedt, Moates, Staten, Holley, Johnson and more. 52 minutes from Vintage Iron. **$24.95**

## ENDURO & DUAL SPORT

**(#210B) 1995 Colorado 500**
A review of some of the highlights of the first 20 years of the Colorado 500, along with a look at the 1995 ride, covering 800 miles of beautiful Rocky Mountain trail riding scenery. 90 minutes from L&M Productions. **$29.95**

**(#212) The Trails of Colorado MC Trail Guide**
Highlights of 18 different trail systems throughout Colorado. Excellent primer for trail riding and dual sporting in the Colorado Rockies. 90 minutes from L&M Productions. **$29.95**

**(#1020) Ride Like the Wind**
An escape video for the armchair dreamer...Join a free-wheeling band of Yamaha adventurers for fantastic off-road journeys across Egypt, Australia, Utah's Monument Valley, and Paris to Capetown. 90 minutes from White Star/Duke Video. **$34.95**

**(#1798) Incas Rally**
Riders from 13 countries face challenging tests in the jungles and mountains of Peru. From Amazon mud to white water rafting with the bikes on board! 50 minutes from White Star/Duke Video. **$34.95**

**(#4724) 1999 Granada-Dakar Rally**
The Dakar Rally is one of the toughest motorsport events in the world. Competitors race across the desert in cars, trucks & on bikes tackling monstrously difficult driving conditions, featureless landscapes and countless dangers. The '99 Rally began in Granada, crossing Spain, Morocco, Mauritania, Bali, Burkina Faso and Senegal. 52 minutes from White Star/Duke Video. **$34.95**

**(#214) Malcolm Smith's 6 Days of Baja**
Ride with the legendary Malcolm Smith on the most interesting trails through this vanishing frontier. Includes scenes of riders along the beaches, through the Boojum and Pine Forests, across the spectacular Baja Sierra mountain range, across dry lake beds, and riding to the tip of Baja, over 1300 miles in all. 130 minutes from L&M Video. **$29.95**

**(#250) 1998 National Enduro Series**
Comprehensive highlights from each round of the '98 AMA National Enduro Series. 90 minutes from Millennium Productions. **$24.95**

## VIDEO MAGAZINES

**(#1763) Route 66**
This nostalgic program takes a trip along America's beloved highway, from Chicago to Los Angeles, exposing the now "hidden" America that modern freeway riders never see. Discover why there is such great interest in restoring this piece of Americana. 105 minutes from White Star/Duke Video. **$24.95**

**(#1564) Fast Riding the Roberts Way**
A unique insight into the Kenny Roberts Training Camp in Barcelona, Spain where he and Randy Mamola discuss the benefits of passing their experience on to the school's participants. 65 minutes from White Star/Duke Video. **$34.95**

**(#155) John Dowd - The 4th Dimension**
Get the know the lifestyle of John Dowd. See what he's really like, and why he's one of the most-liked people in MX. Follow Dowd for a week of riding, training and fun as he prepares for the '98 Southwick MX National. Guest appearance by Doug Henry. 40 minutes from MX Films. **$29.95**

## FREE RIDING & CRASHES

**(#10) Crusty Demons of Dirt**
The original out-of-control freestyle video! Jam-packed with free riding, jumping, and aerial insanity all set to a hard rocking soundtrack. Includes one of the most talked-about video scenes ever: Seth Enslow's huge dune crash. Includes action with Jeff Emig, Jeremy McGrath, Ryan Hughes, Mike Metzger, Phil Lawrence, Larry Roeseler and more. (This is the "edited" version)...30 minutes from Fleshwound Films. **$29.95**

**(#10A) Crusty Demons of Dirt: 2**
This sequel is loaded with hardcore riding, jumping, and aerial insanity, all set to a skate/rock soundtrack. Watch these riders go off!...Jeremy McGrath, Jeff Emig, Seth Enslow, Mike Metzger, Ryan Hughes, Joel Albrecht, Mike Healey and more. Locations include California, Oregon, South Africa, Nambia and Mexico. 40 minutes from Fleshwound Films. **$29.95**

**(#10B) Crusty Demons of Dirt: 3**
The '97 edition of the title that launched a thousand freestyle videos. Includes footage of Pestrana, Dymond, Seth Enslow, Hughes, Lawrence, Metzger, Stephenson, Goodman, Linkogle, Deegan, Rusty Setzer and Bubba, all with insane great stunts. Filmed around the world including Brazil, Florida and California. 35 minutes from Fleshwound Films. **$24.95**

**(#10C) Crusty Demons of Dirt: 4**
"God Bless the Freaks"...The most high-powered soundtrack ever backs the '98 edition of the series that started it all...exotic on-location footage from Costa Rica, Panama, Italy, France, plus Colorado, Utah, Las Vegas, and New Jersey. 40 minutes from Fleshwound Films. **$29.95**

**(#179A) Bike Wars**
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video. **$29.95**

**(#85) Gary Rothwell: Showtime**
Gary Rothwell brings you the ultimate superbike stunt experience on this "official" video. Packed with high-speed wheelies, donuts, stoppies and includes Rothwell's 143MPH "Ski" Record run skidding behind the bike on his feet. If you've ever seen Rothwell perform, this is a "must-have" tape. 30 minutes from X-Factor. **$29.95**

**(#87) Team X-Treem: Vol. 1 Todd & Lori Colbert**
Exclusive footage featuring Todd Colbert's daring wheelies, burn-outs, pavement skiing, double stunts and more! Watch his wife, Lori Colbert, the first female pavement skier in the world. Hold on to your handlebars for this unbelievable, high energy motorcycle stunt performance. 30 minutes from X-Factor. **$29.95**

**(#89) Craig Jones: What It Takes**
Stright outta the Gary Rothwell/British West Coast Stunt Group comes new sportbike stuntmaster Craig Jones. Achieving a top world stunt rider ranking in under two years, Jones has brought sportbike control into a new dimension. With unique footage, wild wheelies, unbelievable stoppies and much more...Jones is truly a master of power and precision. 30 minutes from X-Factor. **$29.95**

**(#5202) '98 European Stunt Riding Championship**
Most looks at these sportbike guys are one at a time; imagine how much they step it up when they're all in one place competing for championship honors...the terminology of "extreme" riding doesn't quite cover all these performances. Featuring top riders ACFarias, Kevin Carmichael, Craig Jones, Jimmy Fireblade, Jumping Jake Semtec, Fiona Beale, Dave Coates and Andy Hawkesworth. 72 minutes from White Star/Duke Video. **$29.95**

**(#120) Terrafirma**
The original big air freestyle Fox video featuring wild antics by Doug Henry, Ezra Lusk, Robbie Reynard, Ricky Carmichael, Travis Pastrana, James Stewart, and the King of Rock n' Roll. Soundtrack by Pennywise, Alice in Chains, Lucy's Fur Coat, Future Sounds of London and Soundbox. 35 minutes from Fox Video. **$24.95**

**(#120A) Terrafirma2**
Incredible footage of Jeremy McGrath, Doug Henry, Steve Lamson, Robbie Reynard, Mike Metzger, John Dowd, Ezra Lusk, Ricky Carmichael, Pedro Gonzalez, and the late Donny Schmit. Soundtrack by Mad Season, Face to Face, Corrosion, Pennywise, and Sprung Monkey. 45 minutes from Fox Video. **$29.95**

**(#120B) Terrafirma 3**
Terrafirma is everything you'd expect in this series and MORE! More locations, riders and insanity! Filmed in France, Australia, Oregon, Utah, Maryland, Michigan, Tennessee, you'll see all the big names in motocross: Jeremy McGrath, Lamson, Metzger, Danny Ham, Dowd, Lee Hogan, Windham, Henry, Bradshaw, Carmichael. Over 30 minutes from Fox Video. **$29.95**

**(#120C) Terrafirma 4**
Produced by renowned snowboard filmmaker Mike Hatchett, filmed at secret locations in Chile and Canada. Other sites include Montana, Washington, Las Vegas, Southern California, Florida and the Bay Area. Riders include: McGrath, Metzger, Lusk, Windham, Torronteras, Carey Hart, Guy Perrette, Ian Pauluk, Brian McGavran, and Andy Bowyer. Music by Testament, MD. 45, and Primus. 35 minutes from Fox Video. **$29.95**

**(#120D) Terrafirma 5**
Mike Hatchett returns with the state of the art in the Terrafirma Series; shot entirely on 16mm film (in stereo) in '98 for '99 release, features a variety of riding styles (MX Nationals, trials, Hillclimb, USSX & Freeriding), terrain, locations (Canada, US, France), challenges, experiments and competitions. 43 minutes from Fox Video. **$29.95**

**(#121) FLY**
The spring '96 release from Fox...featuring Fox stars McGrath, Bradshaw, Metzger, Henry, Dowd, Windham, and Serge Guidetty, pulling off incredible aerial maneuvers at places like the Paris and Anaheim Supercrosses, Glamis Dunes, Secret Honda Test Tracks, White Sands, Ocotillo Wells and Gatorback. Music by Single Gun Theory, Eric B. & Rakim, Sprung Monkey, SNFU, NoFX, and Shelter. 35 minutes from Fox Video. **$29.95**

**(#122) Air Raid**
The first and foremost ragin' hardcore footage in motocross, snowboard, wakeboard, BMX and surfing ever compiled in one video. Air Raid is a jam-packed assault of free riding, tube rides, jumping, crashing, and dogflights, with an awesome soundtrack. 35 minutes from Fox Video. **$29.95**

**(#123) Jeremy McGrath / Steel Roots**
Highlights McGrath's incredible freestyle ability and his lifestyle as he shreds his way around the US throughout 1997. Insider look at candid and fun clips of McGrath, along with buds Jimmy Button, Mike Metzger, Guy Cooper, Grayson Goodman and Ryan Hughes. 35 minutes from Fox Video. **$24.95**

**(#124) Airstyle**
Highlights from the '98 Free Air Festival of Freestyle MX Tour...3 FAF Tour stops, 3 Steth Enslow stunt jumps, and hysterical rider interviews. A 4 Leaf Entertainment Film, features the soundtrack it deserves. 60 minutes from Fox Video. **$29.95**

**(#125) Children of a Metal God**
Gregg Godfrey (producer of Legends) produces a video that mixes the old "Endless Summer" style with a cross-country MX & off-road "road trip." Filmed in California, Washington, Idaho, Montana, Utah and Florida. The opening segment alone is worth the price of this 42-minute film from Fox Video. **$29.95**

**(#110) Dirty Deedz**
A freestyle motocross video from down under. Featuring some of Australia's top motocrossers like Ben Jones, Danny Ham, Sam Jones, Paul Timmins, Clint Debner and others. Some of the locations include Orange, Clarence, Baridine, Colo, Stockton, and Cattai. Also some crazy music by Pro-Pain, Channel Zero, Souls at Zero and Method of Destruction. 41 minutes from Impact Video. **$29.95**

**(#130) Performance Bikes: Video Nasty**
Britain's biggest motorcycle magazine goes to video with a variety of sick, stupid, funny and dangerous ways of testing the fastest sportbikes on the continent. Features include viewers' crash videos, stuntmaster Gary Rothwell performing on his superbike, trials ace Jason Finn, group tests of 900 and 600 superbikes, the '96 Frenzy event, and more extreme superbike wheelies and stoppies than should be allowed on any pavement tape. 55 minutes from X-Factor. **$29.95**

**(#130A) Performance Bikes: Video Nasty 2**
The Performance Bikes guys do it again with 170 mph insane road action. Also an on-bike camera while a guy is doing 140 mph on a Paris freeway during rush hour traffic. Lots of the readers' home videos including a police chase, tire shredding burn-outs and goons doing wheelies on pizza delivery mopeds. Contains explicit language and content not appropriate for minors. 55 minutes from X-Factor. **$29.95**

**(#130B) Performance Bikes: Video Nasty 3**
"Lost in France" is the story of four bikes and four riders on a mad tear-up across France aboard the fastest bikes of '98, put to the test the way only Performance Bikes will. Insane road speeds and flat-out around a race track, also more of their readers' certifiable home videos. Contains explicit language and content not appropriate for minors. 57 minutes from X-Factor. **$29.95**

**(#1499) The Fast Bikes Show**
Strictly for Speed Freaks! Watch the '98 Bimota SB6, Ducati 916, Honda FireBlade, Suzuki GSXR750, Kawasaki ZXR750 & ZX9R, Yamaha R1, and Triumph T595 thrashed to within an inch of their test bike lives in this high-speed demonstration of British magazine lunacy. 55 minutes from White Star/Duke Video. **$29.95**

**(#131) Disturbing the Peace**
SMP presents a film by Pat Solomon which includes Seth Enslow, Jeff Emig, Brian Manley, Mike Jones, Larry Linkogle, Tim Ferry, Anthony Pocorobba and more, with bizarre claymation scenes throughout. Soundtrack includes Suicidal Tendencies, Bad Religion, NOFX, Sublime and more. 35 minutes from X-Factor. **$29.95**

**(#132) Moto-xXx**
The debut video from Quick Fix Films featuring Mike Metzger, Kyle Lewis, Tommy Clowers, Brian Deegan, Jeff Emig and a whole cast of sick monkeys. Music by Lagwagon, Snuff, Good Riddance, NOFX, Strungout and more. Contains some explicit language and situations. 30 minutes by Quick Fix Films from X-Factor. **$29.95**

**(#132A) Moto-xXx 2: Hellraisers**
Quick Fix Films presents the sequel to the original Moto-xXx...living up to its image, this one's even more crazy than the first. Riders include Swink, Huffman, Taylor, Pichon, Willoh, Linkogle, Roncada, Pingree, Ramsey, and more. 32 minutes from X-Factor. **$29.95**

**(#132B) Moto-xXx 3: It's All for You**
The '99 version of the outtacontrol original. Includes highlights from the '98 Warped Tour, the debut of Motogolf, mixed in with the top freestyle crew make this one better than Grandma's cookin'. 43 minutes by Quick Fix Films, from X-Factor. **$29.95**

**(#133) Horizontal**
The first all-Aussie freestyle video features top Oz riders blasting dirt and sand dunes & getting massive air; also includes some watercraft and karting footage. Soundtrack includes top Aussie bands. 32 minutes from X-Factor. **$29.95**

**(#133A) Horizontal 2**
The upside-down, sideways and hangin' out MX freestyle sequel from Down Under. Check out the Aussie Thumper Natl's., PWC action, Shane Watts, Manjimup, Oz Supercross and more. Filmed in Western Australia, Queensland, New South Wales, Victoria, and South Australia regions. 40 minutes from X-Factor. **$29.95**

**(#134) Organ Donors**
Variety mixed with insanity is the theme of this video...Freestyle motocross, big wave watercraft action, snowmobiles blasting giant snow "dunes" in Alaska, big air on quads, trials tricks, and more. 40 minutes by Pat Solomon for Fusion Films, from X-Factor. **$29.95**

**(#145) Icons and Outcasts**
What makes one an icon by his peers, but an outcast by the rest of society? Follow the top Split team riders in snowboarding, skateboarding, surfing, wakeboarding, BMX and freestyle MX around the world as they explore the concept. Filmed in the best skateparks, top surf spots, the '98 Warped Tour, East Coast tour and more. 40 minutes from X-Factor. $29.95

**(#142) Full Power Trip**
THOR Racing's benchmark 1997 video by Fusion Films, featuring Ryan Hughes, Larry Roeseler, Jeff Emig, Taylor, Antunez, Lewis, Willoh, Amaradio, Torronteras and more, filmed in Japan, Hawaii, Mexico, and downtown LA. 30 minutes from X-Factor Video. $24.95

**(#150) Vidiots Anonymous**
Brian Manley, Jeff Willoh, Doug Parsons, Jeff Emig, Mike Cinqmars, Micky Dymond, and Ricky Carmichael, Super Joe Reed, Johnny Airtime, and more whip some seriously sick air in this vidiotic music video. Parental Advisory (Explicit Lyrics). 30 minutes from Thrust Productions. **$29.95**

**(#154) Mini Warriors**
This video features some of the nation's top mini-cycle champions ranging from 4 to15 years old. These kids show the world why they are the future crop of motocross stars. Also features former mini-cycle champion Jeff Emig. Other mini warriors include Jeff and Mike Alessi, Shane Bess, Ryan Morais and Jonathan Shimp. 60 minutes from MX Films. **$29.95**

**(#154A) Mini Warriors 2**
Travel across the US as you see the best kids and young adults in MX...the next generation of pros. Check out Travis Pastrana's unbelievable 207' jump! Includes action w/Casey Johnson, Nick Wey, Robbie Reynard, Guy Cooper, Brock Sellards and more. Produced by Shepherd Films; 60 minutes from MX Films. **$29.95**

**(#1793) Evel Knievel's Spectacular Jumps**
From the legendary Caesar's Palace crash to him impossible attempt at Snake River Canyon, Evel Knievel earned his reputation as the world's bravest daredevil. Relive his greatest triumphs and his bone-breaking defeats with this spectacular collection of breathtaking motorcycle jumps. 30 minutes from White Star/Duke Video. **$19.95**

**(#1792) Evel Knievel: Last of the Gladiators**
The incredible story of the world's greatest daredevil as told by Evel Knievel himself! Reveals the true saga of a 20th century gladiator. 100 minutes from White Star/Duke Video. **$24.95**

**(#5268) Best of Havoc**
A great gift for any powersports fan. The craziest '80s crashes from Formula Ford, truck racing, motocross, road racing, Paris-Dakar, etc. 60 minutes from White Star/Duke Video. **$24.95**

**(#5271) Best of Havoc 2**
Over 200 contenders from nearly every 90's motorsport compete for "most spectacular wipeout". 60 minutes from White Star/Duke Video. **$24.95**

**(#5260) Bike Havoc**
Haslam, Schwantz, Lawson, Thorpe, Pons, Sarron, Gardner, etc. bomb out in spectacular style in over 150 incidents from road race GP's, IoM TT, MX, Drag Racing, Beach Races, Trials and Paris-Dakar. 55 minutes from White Star/Duke Video. **$24.95**

**(#5274) Havoc 14**
Over 200 of the most recent crashes and wipeouts from the accident-packed world of top class '90s motorsports & dirtbike sports, plus gems from the archives and thumping on-board accident footage. 60 minutes from White Star/Duke Video. **$24.95**

**(#2501) Crash Kings MX**
From motocross GP battlegrounds to max-attack schoolboy MX - is no one safe? 55 minutes from White Star/Duke Video. **$24.95**

**(#5143) Crash Kings Bikes**
150 spectacular crashes from '92-'93 GPs, Harley racing, US Superbikes, IoM TT and desert racing. 60 minutes from White Star/Duke Video. **$24.95**

**(#5139) Crash Kings Bikes 2**
Over 180 wipe-outs from '90s Grand Prix, ice and Thunderbike racing with witty and well-informed commentary by Randy Mamola and Chris Carter. 60 minutes from White Star/Duke Video. **$24.95**

**(#5279) Crash Kings Bikes 3**
The most spectacular wipe-outs from the '96-'97 Grand Prix. Excellent film quality, excellent commentary - crazy crashes! 60 minutes from White Star/Duke Video. **$24.95**

**(#111) FTP!**
An extreme streetbike video from Starboyz Productions in Akron, Ohio. Features some of the most illegal and insane riding ever done on public roads, lots of 90MPH wheelies and more. Expect a sequel if these guys are ever released on probation. Not for minors. 60 minutes from Impact Video. **$24.95**

**(#112) Whitham's Wicked Superbikes**
Definitely not for prime time or easily offended audiences (profanity & partial nudity)...Jamie Whitham, Carl Fogarty and Terry Rymer on camera and in the races that made their careers. Also includes McElnea, Merkel, Pirovano, early WSB footage, and Whitham riding PB test bikes around Snetterton & Donington. 45 minutes from Impact Video. **$29.95**

**(#113) Pulp Friction 1**
The boys from England's Fast Bikes Magazine flog the SB6R, 996SPS, 916BP, ZX7-R and other; produced in '97. Contains politically incorrect sportbike scenes, not for minors. 60 minutes from Impact Video. **$29.95**

**(#113A) Pulp Friction 2**
Features the T595, 916SPS, FireBlade, GSX-R and others, ridden in the most disrespectful ways by the Fast Bikes Magazine crew. Produced in '98. 60 minutes from Impact Video. **$29.95**

**(#114) Mega Test**
The shootout from the guys who should be shot. The Fast Bikes Magazine editors put the '98 ZX9, FireBlade, and R1 head to head. 60 minutes from Impact Video. **$29.95**

**(#5552) The Ultimate Ride**
Thrill-seekers only need apply as we strap you into over 20 unforgettable rides including the Tornado rollercoaster, GP bike, parachute, etc. 60 minutes from White Star/Duke Video. **$34.95**

**(#5556) Ultimate Ride 2**
Thirty explosive rides that will take your breath away! Nemesis rollercoaster, Europe's best aerobatics teams, Isle of Man TT, Ice Karting, Hot Rods & more. Hold on! 72 minutes from White Star/Duke Video. **$34.95**

**(176A) Crash Impact II**
Over 100 crashes & spectacular mishaps in a dozen categories of motorsports. 55 minutes from Powersports Video. **$24.95**

**(#143) 5th Gear Pinned**
A film by Zeroed-In Productions, featuring Damon Huffman, Mike Craig, Casey Lytle, Kyle Lewis, Mike Cinqmars, Ray Sommo, Rich Taylor, and Mike Jones, Trigger Gumm, Jeff Willoh, Brian Ferrell, Shaun Perolio, Rusty Holland & Adam Pierce. Soundtrack by Anthrax, Testament, SNFU, RKL, Grip, Vicious Rumors, Bouncing Souls. 35 minutes from X-Factor. **$29.95**

**(#143A) Fifth Gear Pinned 2**
The worthy follow up, produced by Zeroed-In Productions. Features the latest aerial insanity on display by Mike Cinqmars, Seth Enslow, Brian Deegan, Mike Harris, Mike Jones, Kyle Lewis, Brian Manley, Jeremy Steinberg & Kris Rourke. Music by Sugar Ray, Rob Zombie, Guttermouth, Jugheads Revenge, Vandals, Die Krupps, Static-X and One Hit Wonder. 45 minutes from X-Factor. **$29.95**

# ATV's

**(#136) Quatros Locos**
Remember what the original Crusty video did for free riding? This is the video that will do the same for quads. Until you see it, you have no idea what these guys can do. Filmed throughout the USA and in England and Thailand, you'll never dis these guys again. 30 minutes from X-Factor. **$29.95**

**(#137) Sandtraxx #3**
Nothin' but sand and quad ATV's in this look at the SoCal dune culture. 47 minutes from X-Factor. **$24.95**

**(#109) 4-Play**
Extreme highlights from the '98 ATV Grand National Circuit. Interviews, tracks, and rider closeups show just how far this sport has come. 50 minutes from Impact Video. **$24.95**

# SLEDS

**(#135) 2 Stroke Cold Smoke**
These snowmobile guys have some screws loose. Nuts include Marc Canet, Jay Liska, Blair Morgan, Tracy Poole and lots of others. Also some very scenic locations in Alaska, Montana, Wyoming and Colorado. These guys actually pull off heel clickers and nac nacs while jumping their snowmobiles off 70 foot drop-offs. 54 minutes from X-Factor. **$29.95**

**(#108) Slednecks**
Filmed on location in Wyoming, Colorado, Montana and Alaska, check it out as freeriding MXers Seth Enslow and Travis Pastrana join white weather maniacs Cameron Elliott, Dan Adams, Weston David, Todd Swinn, Shad Free, Ashley Reilly, Blair Morgan and Zeph Bryant for a completely different angle on the freeriding phenomenon. 40 minutes from Impact Video. **$24.95**

# INSTRUCTIONAL AND TECHNICAL

**(#21) Fundamentals of Off-Road Riding**
Dick Burleson covers suspension setup and fundamental riding technique. 42 minutes from Thumper Racing. **$43.95**

**(#22) Advanced Techniques of Off-Road Riding**
Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 26 minutes from Thumper Racing. **$38.95**

**(#23) Practical Tire Changing**
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from Thumper Racing. **$28.95**

**(#251) How to Win an Enduro**
Hosted by National Enduro Champion Mike Lafferty and KTM crew chief Alan Randt, they show you the strategy, training and methods of Enduro riding in a variety of conditions. Includes tip segments by Ty Davis, Doug Blackwell, Matt Stavish and other National AA riders. 47 minutes from Millennium Productions. **$24.95**

**(#35) Gary Semics MX Techniques #1**
Covers all the important techniques & shows how to practice them. Shows top pros using these techniques in race action. Slow motion and stop action make it easy to see and understand. 33 minutes from Gary Semics Video. **$32.95**

**(#36) Gary Semics MX Techniques #2**
More advanced than "Tape #1," expands & describes in more detail all the important techniques & fundamentals. Also shows what it takes to reach the top. 65 minutes from Gary Semics Video. **$42.95**

**(#37) Gary Semics MX Techniques #3: Jumping & Whoops**
Shows how to practice & master all aspects of jumping & whoops. Teaches approach speed, rear brake control, compression & rebound, clutch & throttle control, body movement, and foot placement. 40 minutes from Gary Semics Video. **$42.95**

**(#38) Gary Semics MX Techniques #4: The Difference Between Amateurs & Pros**
Jeremy McGrath's personal trainer, Gary Semics, uses his 4-step video process to teach you the not-always-obvious differences between the best riders - and everyone else. Featuring footage shot in early '96, you'll see where Jeremy and other top riders train during the winter. Whether you plan to make MX a fun hobby, or become a full-on pro, the main objective of this video is to make you a better rider. 60 minutes from Gary Semic Video. **$42.95**

**(#39) Gary Semics MX Techniques #5: What To Do On Race Day**
Breaks down & describes how to prepare yourself through race day, how to focus your energies, what habits to develop so you'll be ready to race when the gate drops, and how to keep yourself in the right state of mind to perform at your best. 40 minutes from Gary Semics Video. **$34.95**

**(#40) Gary Semics MX Techniques #6: Eliminating Arm Pump**
Training methods & strategies for racing with strength & endurance in your arms, not lactic acid "arm pump." Learn how to condition your arms for motocross performance. Includes advice on pre-race warmup & massage, and diet & supplement tips. Bonus footage of extreme aerials with McGrath, Hughes & Metzger in SoCal. 21 minutes from Gary Semics Video. **$24.95**

**WHAT'S NEW?**
* 98 Vintage Iron World MX C'Ships
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* '48 Isle of Man TT
* '98 American Speedway Finals
* '99 Auburn Speedway Nationals
* Best of Dirt Trackin'
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* Best of British: Triumph
* Best of British: BSA
* '99 Granada-Dakar Rally
* Malcom Smith's 6 Days of Baja
* '98 AMA National Enduro Highlights
* How to Win an Enduro
* Craig Jones: What It Takes
* Fifth Gear Pinned 2
* Icons and Outcasts
* The Fast Bikes Show
* '98 European Stunt Riding C'ship
* 4-Play
* Slednecks

**(#42) Gary Semics MX Techniques #7: All About Cornering**
Once you know all the basic techniques for cornering and braking it's time to learn and practice the methods and strategies found in Techniques Video #7. This video will show you the most effective ways to practice in order to improve your cornering speed and control. Branden Jesseman is the featured rider, also examples by McGrath, Dowd, Windham and others. 45 minutes from Gary Semics Video. **$39.95**

**(#170) Sweet Spot Video Library Set**
Six tape set of instructional/technical sportbike performance videos covering "Track Preparation," "Tires, Chassis & Suspension," "Carburetion & Exhaust Systems," "Performance Systems," "Dialing In," and "Motorcycle Hygiene," featuring instruction from motorcycle performance industry experts on each topic. Total time all 6 tapes, 9 hours & 45 minutes from Diversified Media. **$204.95**

**(#171A) Sweet Spot Video: Track Preparation**
Covers: Rider safety equipment (leathers, body armor, boots, gloves, helmets, face shields); motorcycle bodywork (replacing original stock bodywork and fitting with fiberglass, finishes, fasteners, what to remove for the race track, catch bottles, number plates); custom painting helmets; tech inspections. Featured experts are Stoughton Smead of Motorace/Dainese; Troy Kirkpatrick of TK Designs; Gary Lenzmeier of Body by Northstar; Jim Leonard of Vance & Hines; Rick Marlin of Fog City; and Al Hathaway, LRRS Chief Technical Inspector. 113 minutes from Diversified Media. **$29.95**

**(#171B) Sweet Spot Video: Tires, Chassis & Suspension**
Covers: Suspension preparation (preload, damping, rebound, compression, sag, trail, ride height with effect to chassis alignment); front forks (oil weight, springs, valving); tire tread pattern (DOT vs. race, compound, carcass, wheel size and tire size, profiles, tire development, radial vs. bias, grip and surface patch, expense, scuffing a new tire, tuning the tire, heat cycles, pressures, pyrometers, braking, tire warmers). Featured experts are Dale Rathwell, Yamaha Suspension Engineer; and Ken Williams of Michelin Tire. 90 minutes from Diversified Media. **$43.95**

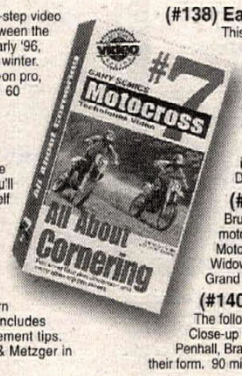
**(#171C) Sweet Spot Video: Carburetion & Exhaust**
Covers: Aftermarket exhaust systems (pipes and mufflers, slip-ons vs. stock mufflers; carburetion (carburetor jetting, setting float levels, relationship between mixture screws and synching carbs, selecting the proper jet kit; how to use carb sticks and 4-gas analyzers). Featured expert is Marc Salvisberg of Factory Professional Tuning. 110 minutes from Diversified Media. **$43.95**

**(#171D) Sweet Spot Video: Performance Systems**
Covers: Oils & fluids (petroleum vs. semi-synthetic vs. fully synthetic, engine cleanliness, oxidation, break-in/seating time period and method, viscosity, lubrication & horsepower, heat transfer, additives, fork oils, storage lubricants); cooling systems (water wetter, chassis lube); drive train (chain 520 vs. 530 conversion, O-ring vs. non O-ring, master link vs. rivet, chain tension adjustment, sprockets, brake and clutch lines, brake pads, brake fluids, rotors, ignition advancer); safety wiring. Featured experts are Cliff Sherlock of Red Line Oil and Jim Leonard of Vance & Hines. 100 minutes from Diversified Media. **$39.95**

**(#171E) Sweet Spot Video: Dialing In**
Covers: Trackside tuning; dialing in the bike for rider's style and track conditions; suspension; jetting; tire tuning; and gearing (includes on-board video). Featured experts are Kurt Hall, 18-time national sprint champion and national endurance champion; Lawrence Bolton of Dynojet; Jeff Johnston of Metzeler Motorcycle Tires; Dave Schlosser of Dutchman Racing; and Jim Leonard of Vance & Hines. 90 minutes from Diversified Media. **$44.95**

**(#171F) Sweet Spot Video: Motorcycle Hygiene**
Covers: Cleaning the motorcycle (products and finishes); winterizing and storage (lubricants, fuel system, carburetor, battery, bike finish and storing, apparel); prepping your bike for new season (inspection and servicing of tires, oils, fuel and starting). Featured experts are Rob Douglas of BIS Imports and Jeff Haynor, the series host. 60 minutes from Diversified Media. **$24.95**

# MOVIES




**(#138) Easy Rider**
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design. **$37.95**

**(#139) The Wild One**
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design. **$37.95**

**(#140) On Any Sunday**
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix- 90 minutes from X-Factor. **$44.95**

**(#140A) On Any Sunday II**
The follow-up to the original greatest motorcycle movie of all time. Close-up looks at the motorcycle stars of the mid-70's including Bruce Penhall, Brad Lackey, Bob Hannah, Kenny Roberts, and more at the top of their form. 90 minutes from X-Factor Video. **$29.95**

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AUTO (4-6): 1. Jacob McCraner (Cob); 2. Zachary Bassler (Yam); 3. Travis Parker (Lem); 4. Doug Moline (Yam); 5. Austin Nelson (Lem).

AUTO (7-8): 1. Dominic Izzi (Cob); 2. Allison Vrba (Cob); 3. Jared Cline (Cob); 4. Chad Cooley (Pol); 5. Chase Sparacio (Cob).

60: 1. Dominic Izzi (Kaw); 2. Shane Sewell (KTM); 3. Brett Wagner (Kaw); 4. Brandon Cooley (Kaw); 5. Michael Blauman (Kaw).

60 BEG: 1. Rui Azevedo (Kaw); 2. Nicholas Bizer (Kaw); 3. Matt Fozo (Kaw); 4. Dean Waggoner (Kaw); 5. Britton Mears (Kaw).

80 OPEN: 1. Brad Smith (Hon); 2. Josh Lichtle (Suz); 3. Matt Gow (Yam); 4. Jerry Lorenz (Yam); 5. T.J. Auten (Suz).

80 BEG: 1. Chris Spitale (Kaw); 2. Aaron Smith (Suz); 3. Ryan Page (Kaw); 4. Joshua Smith (Kaw); 5. Chad Leonard (Hon).

80 (7-11): 1. Josh Lichtle (Suz); 2. Jerry Lorenz (Yam); 3. T.J. Auten (Suz); 4. Mike Mitchell (Yam); 5. Tom Templeton (Suz).

80 (12-15): 1. Nick Vaughn (Kaw); 2. Brad Smith (Kaw); 3. Ron Bowers (Yam); 4. Scotty Thomason (Suz); 5. Matt Gow (Yam).

125 (12-15): 1. Billy Lichtle (Yam); 2. Tom Osmialowski (Suz); 3. Derek Rose (Hon); 4. Geddy Karrle (Yam); 5. Dustin Pulley (Suz).

16-24: 1. John Penrod (Kaw); 2. Jeremy Hughson (Yam); 3. Rich Powell (Yam); 4. Jeff Plawecki (Kaw); 5. Erik Saldana (Yam).

25+: 1. Jay Wagner (Yam); 2. John Sier (Kaw); 3. Darren Borcherding (Yam); 4. Todd Flickenger (Kaw); 5. Keith Pagel (Kaw).

30+: 1. Larry Witmer (Suz); 2. John Sier (Kaw); 3. Todd Flickenger (Kaw); 4. Darren Borcherding (Yam); 5. Ronnie Weatherholt (Kaw).

35+: 1. Ronnie Weatherholt (Kaw); 2. Todd Flickenger (Kaw); 3. Rick Walsworth (KTM); 4. James Dlabal (Hon); 5. Shay Fisher (Hon).

40+: 1. Larry Witmer (Suz); 2. Rick Walsworth (KTM); 3. Jeff Chappell (Suz); 4. Stanley Salter (Yam); 5. Mark Suter (Hon).

125 A: 1. John Penrod (Yam); 2. Greg Andrews (Kaw); 3. Jarrod Hodge (Yam); 4. Jon Mitchell (Yam).

125 B: 1. Derek Rose (Hon); 2. Kyle Bagladi (Yam); 3. Tom Osmialowski (Suz); 4. Zachary Beeke (Yam); 5. Geddy Karrle (Yam).

125 C: 1. Kyle Brown (Yam); 2. Andy Sherwood (Kaw); 3. Kyril Brown (Yam); 4. Chris Suter (Suz); 5. Michael Langlois (Kaw).

250 A: 1. Jay Wagner (Yam); 2. Allen Horne (Hon); 3. John Penrod (Kaw); 4. Keith Pagel (Kaw); 5. Jeremy Hughson (Yam).

250 B: 1. Jeremiah Badgley (Suz); 2. James Taylor (Yam); 3. Tony Milks (Hon); 4. Jeff Plawecki (Kaw); 5. Kyle McLeod (KTM).

250 C: 1. Larry Shull (Hon); 2. Dan Krick (Yam); 3. Damian Swigert (Kaw); 4. Andy Burger (Yam); 5. Chris Dell (Hon).

NON-CUR: 1. Jeremiah Badgley (Suz); 2. Nathan Scherer (Hon); 3. David Scherer (Hon).

WMN: 1. Datie Auten (Hon); 2. Mandy Eber (Hon).

**Moroso Motorsports Park**

## Ciccotto nips Narup

**By Lisa Theobald**

WEST PALM BEACH, FL, AUG. 22

At Moroso Motorsports Park, Mike Ciccotto won the Shootout on a GSX-R750 after taking the lead from Rick Narup on the last lap of the race. At the start, Narup launched his Muzzy Raptor 750 into turn one and led the whole pack down the back straight. With less than one lap completed, three of the top five riders - Per Hogdahl, Gabriel Henning and Emanuel Manusuthakis - went down in turn nine, crashing out of the race.

Ciccotto continued to maneuver through traffic and by the third lap he had moved up to third place. On the next lap, Marco Martinez moved his ZX9 up to fourth place after passing Prieto, and Greg Esser followed suit, moving in behind Martinez.

With only two laps left, Ciccotto passed Mauro Cereda in turn one and moved up to second. Cereda was now in third and being challenged hard by Martinez. Ciccotto and Narup went through turn eight side by side, with Narup holding on to the lead. However, Ciccotto slid underneath in turn one to take the lead for the final lap of the race. Cereda tried to hang on to third, but Martinez closed in and passed. The top five crossed the line for the final time with Ciccotto in first, followed by Narup, Cereda, Martinez and Esser.

Mike Ciccotto also won the Unlimited Supersport and Heavyweight Supersport events.

Cereda led the first lap of the Unlimited Supersport race and Ciccotto was in second, followed by Pat Weekley and Martinez. But Ciccotto was about three bike lengths ahead of Cereda by the second lap, and he and stayed out front for the rest of the race. At the halfway mark, there was a battle for first between Ciccotto and Cereda, who were putting some distance between themselves and the rest of the pack. With only two laps to go, the front-runners were slowed down by lapped traffic and they pulled some tight, sweeping passes through turn nine. Ciccotto went around on the outside, while Cereda slipped underneath and lost a little bit of distance. Ciccotto took the checkered flag, closely followed by Cereda, but Cereda was disqualified for skipping tech, and Weekley took second place.

Ciccotto also started further back in the grid in the Heavyweight Supersport race. He again picked his way through traffic quickly and was in third place by lap two, and he headed after the front-runner, Cereda. On the third lap, Ciccotto headed down the back straight out in front. By halfway, Ciccotto had put some distance between himself and second place, and there was a battle between Manusuthakis and Mike Luke for third. Manusuthakis overtook Luke and set his sights on Cereda. During the final run down the back straight, Ciccotto kept his machine way ahead as the top five continued to swap positions. Henning moved in on Cereda and passed with less than half a lap to go. Ciccotto crossed over in first place. Henning followed in second and Cereda in third.

Eric Wheelwright flew to four class wins at the Pleasure Riders hillclimb near Cayuga, Illinois.

### Results

EX GTO: 1. Marco Martinez (Kaw); 2. Joseph Fletcher (Suz); 3. Mauro Cereda (Suz); 4. Shane Prieto (Yam); 5. Greg Esser (Hon).

AM GTO: 1. Raife Snover (Suz); 2. Edward Hosack (Yam); 3. Steve Young (Suz); 4. Sunil Sardarsingh (Suz); 5. Damon Patton (Suz).

EX GTU: 1. Emanuel Manusuthakis (Yam); 2. Shane Prieto (Yam); 3. Greg Esser (Hon); 4. Michael Luke (Yam); 5. Francois Barbe (Yam).

AM GTU: 1. Edward Hosack (Yam); 2. Bob Shy (Yam); 3. Deborah Venega (Suz); 4. Matthew Kronvold (Kaw); 5. Walter Ortiz (Suz).

EX GT LIGHTS: 1. Justin Garvin (Suz); 2. Dwight Lewis (Hon); 3. David McPherson (Apr); 4. Keith Galias (Suz); 5. Arthur Radford (Muz).

AM GT LIGHTS: 1. Jonathan Vaillancourt (Hon); 2. John Linder (Yam); 3. Joseph Miles (Hon); 4. C.J. Czaia (Yam): 5. Kimberly Ahlum (Duc).

EX L/W SPTSMN: 1. Arthur Radford (Muz); 2. Colin Newman (Kaw); 3. Thomas Annis (Yam); 4. Chuck Menotte (Yam).

AM L/W SPTSMN: 1. Peter Golding Jr. (Kaw); 2. Jerome Welch (Kaw); 3. Beach Owen (Kaw); 4. Joseph Bennardi (H-D); 5. Stuart Bazerman (Muz).

GP SGL: 1. Michael Morella (Hon); 2. Jonathan Vaillancourt (Hon); 3. Boyd Bradfield (Hon); 4. Frank Hessmer (Yam); 5. Roberto Torres II (Hon).

L/W VINT: 1. Jon Long (Duc); 2. Richard Herrington (Hon); 3. Jason Bessey (Hon); 4. Carl Anderson (Yam); 5. Thomas Kerr Sr. (Duc).

EX U/L S/SPT: 1. Mike Ciccotto (Suz); 2. Patrick Weekley (Yam); 3. John-O Bowman (Suz); 4. R. Todd Keesee (Suz); 5. David McIntyre (Suz).

AM U/L S/SPT: 1. Raife Snover (Suz); 2. Damon Patton (Suz); 3. Edward Hosack (Yam); 4. Sunil Sardarsingh (Suz); 5. Max Redondo (Kaw).

EX M/W S/SPT: 1. Emanuel Manusuthakis (Suz); 2. Michael Luke (Yam); 3. Francois Barge (Yam); 4. David McPherson (Yam); 5. Kenny Allen (Yam).

AM M/W S/SPT: 1. Edward Hosack (Yam); 2. Deborah Venega (Suz); 3. Miguel Pena (Yam); 4. Roosevelt Wright Jr. (Suz); 5. Michael Offie (Suz).

EX L/W GP: 1. Shane Breeding (Yam); 2. Geoffrey Maloney (Yam); 3. Adam Schmitt (Hon); 4. Jack Gottlieb (Yam); 5. Per Hogdahl (Yam).

AM L/W GP: 1. Michael Hale (Duc); 2. Kimberly Ahlum (Duc); 3. Joseph Miles Jr. (Hon); 4. Gregory Lynch (Hon); 5. Felipe Lata (Yam).

EX H/W S/SPT: 1. Mike Ciccotto (Suz); 2. Gabriel Henning (Suz); 3. Mauro Cereda (Suz); 4. Emanuel Manusuthakis (Suz); 5. Chad Simons (Suz).

AM H/W S/SPT: 1. Raife Snover (Suz); 2. Damon Patton (Suz); 3. Edward Hosack (Kaw); 4. Steve Young (Suz); 5. Sunil Sardarsingh (Suz).

EX S/TW: 1. Pat Mooney Sr. (H-D); 2. Douglas Gross (Duc); 3. William Savain (Suz); 4. Brett Ray (Suz); 5. Edward Henriquez (Duc).

AM S/TW: 1. Damon Patton (Suz); 2. Giancarlo Battaglini (Duc); 3. Kimberly Ahlum (Duc); 4. Joseph Bennardi (Suz); 5. Robert Kesler (Kaw).

H/W VINT: 1. John Long (Duc); 2. Matt Hinkson (Yam); 3. Richard Herrington (Hon); 4. Carl Anderson (Yam).

EX L/W S/BK: 1. Dwight Lewis (Hon); 2. David McPherson (Apr); 3. Neville Hall-Reace (Duc); 4. Justin Garvin (Suz); 5. Kelly Hays (Yam).

AM L/W S/BK: 1. Michael Hale (Duc); 2. John Linder (Yam); 3. Joseph Miles Jr. (Hon); 4. Gregory Lynch (Hon); 5. C.J. Czaia (Yam).

EX M/W S/BK: 1. Emanuel Manusuthakis (Kaw); 2. Shane Prieto (Yam); 3. Michael Luke (Yam); 4. Francois Barbe (Yam); 5. Daniel Urbina (Hon).

AM M/W S/BK: 1. Edward Hosack (Yam); 2. Bob Shy (Yam); 3. Bryce Lawmaster (Hon); 4. Roosevelt Wright Jr. (Suz); 5. Miguel Pena (Yam).

EX H/W SPTSMN: 1. John Costa (Bue); 2. Dwight Lewis (Hon); 3. Jake Wilson (Duc).

AM H/W SPTSMN: 1. Giancarlo Battaglini (Duc); 2. Joseph Miles Jr. (Hon); 3. Kimberly Ahlum (Duc); 4. Robert Kesler (Kaw); 5. Steve Pennington (H-D).

EX L/W S/SPT: 1. Justin Garvin (Suz); 2. Kelly Hays (Yam); 3. Paul Netterstrom (Suz); 4. Arthur Radford (Muz); 5. James Melvin Sr. (Suz).

AM L/W S/SPT: 1. John Linder (Yam); 2. Gregory Lynch (Hon); 3. C.J. Czaia (Yam); 4. Benjamin Matheson (Yam); 5. Felipe Lata (Yam).

EX H/W S/BK: 1. Mauro Cereda (Suz); 2. Louis Cobello (Suz); 3. Douglas Gross (Duc); 4. Chad Simons (Suz); 5. David McIntyre (Kaw).

AM H/W S/BK: 1. Raife Snover (Suz); 2. Sunil Sardarsingh (Suz); 3. Damon Patton (Suz); 4. Edward Hosack (Kaw); 5. Walter Ortiz (Suz).

EX F-40: 1. Kevin Blais (Duc); 2. Jack Gray (Duc); 3. Jimmy Shelton (Yam).

AM F-40: 1. Egor Emery (Kaw); 2. Sam Rosario (Suz); 3. Robert Enriquez (Kaw); 4. Joe Piana (Kaw); 5. Pedro Gianello (Hon).

EX M/W GP: 1. Michael Luke (Yam); 2. Leo Venega (Suz); 3. Francois Barbe (Yam); 4. Daniel Urbina (Hon); 5. Shane Breeding (Yam).

AM M/W GP: 1. Bob Shy (Yam); 2. Deborah Venega (Suz); 3. Roosevelt Wright Jr. (Suz); 4. Robert Ferreira (Suz); 5. Tucker Frehsee (Hon).

EX U/L GP SHOOTOUT: 1. Mike Ciccotto (Suz); 2. Rick Narup (Kaw); 3. Marco Martinez (Kaw); 4. Mauro Cereda (Suz); 5. Greg Esser (Hon).

**Pleasure Riders Hillclimb**

## Waddell, Wheelwright whale

**By Bud Northrup**
**Photo by Mark Lewis**

CAYUGA, IN, SEPT. 5

Some 140 riders competed in Amateur, Youth and Exhibition classes at the Pleasure Riders hillclimb, with Eric Wheelwright and Harold Waddell emerging as the big winners. Wheelwright claimed four class wins and a second, while Waddell took two class wins and a second but also grabbed the Fast Time trophy.

Wheelwright showed why he is the 1999 National Champion in the 250cc class, as he flew his JPC/YZ250 Yamaha high over the top of the 150-foot hill in a blazing 4.042 seconds for the win, with Kevin Cappello his closest challenger with a 4.159-second time on his KX250.

In the 600cc class, Wheelwright carries the National number-four plate on his JPC/CR500. Wheelwright's 3.853-second run in the second round was not only the best in the class, it was also fast time to that point of the day - just a bit quicker than the 3.869-second time carded by Harold Waddell on his 1100 Suzuki in the first Open-class round. Waddell was also fast in the 600cc class, claiming second with a 4.039-second first-round ride on his CR500.

Wheelwright continued his string of wins in the Stock class with back-to-back rides of 4.035 and 4.046 seconds on his Yamaha 250, far ahead of second-placed Richard Allen and his 4.324-second time on his CR250.

Wheelwright's final win came in the Open Two-Stroke Exhibition class, in which his 3.979-second time on his CR500 edged Honda rider Andy Fortner, who ran a 4.032-second time.

Waddell's fast time came in the Open class. His first time, 3.869 seconds in the first round, was thought unbeatable. But Wheelwright did beat it in the second round, putting big pressure on the 18-year-old from Omaha. Waddell was up to the challenge, however, as he opened up the big-bore Suzuki up and careened over the top in a blazing 3.837 seconds for the class win and a convincing fast time. Lane Schultz was Waddell's closest challenger in the Open class with a 4.147-second time on his 850cc Norton.

Waddell's second win came in the Pushrod class on his 750cc Triumph twin, where he posted a very quick 4.042-second time on his first ride. Kaleb Northrup was his closest challenger, with a 4.179-second time on his 800cc Triumph.

### Results

50 AUTO: 1. Blake Cappello (Lem); 2. Justin Moore (KTM); 3. Donnie Robbins (Suz); 4. Cole Clay (Lem); 5. Dylan Brady (Suz).

80 EX: 1. Jacob Tackitt (Hon); 2. Nick Mayo (Yam); 3. Dan Boys (Hon); 4. Drew Stewart (Suz); 5. Dylan Brady (Suz).

85 YTH: 1. Nick Mayo (Hon); 2. Eric Skaggs (Suz); 3. Jacob Tackitt (Yam); 4. Dan Boys (Suz); 5. Damon Mayo (Hon).

200: 1. Mark Goodman Jr. (Suz) 2. Chris Rivers (Yam); 3. Kelly Senn (Kaw); 4. Scott Sheets (Kaw); 5. Becka Williams (Kaw).

250: 1. Eric Wheelwright (Yam); 2. Kevin Cappello (Kaw); 3. Don Barber Jr. (Hon); 4. Mark Goodman Jr. (Kaw); 5. Matt Peters (Hon).

400: 1. Brent Stewart (KTM); 2. Paul Hackbarth (KTM); 3. Matt Peters (Hon); 4. Doug Campbell (Hus); 5. Steve Shafer (Yam).

400 EX: 1. Brent Stewart (KTM); 2. Eric Wheelwright; 3. Paul Hackbarth (KTM); 4. Mark Goodman Jr. (Kaw); 5. Andy Fortner (Hon).

600: 1. Eric Wheelwright (Hon); 2. Harold Waddell (Hon); 3. Andy Fortner (Hon); 4. Paul Hackbarth (Hon); 5. Kaleb Northrup (Hon).

750: 1. Lane Schultz (Yam); 2. Andy Fortner (Kaw); 3. Bruce Flesher (Tri); 4. Marcus Brown (Yam); 5. Robin Senn (Yam).

OPEN: 1. Harold Waddell (Suz); 2. Lane Schultz (Nor); 3. Kaleb Northrup (Tri); 4. Butch Fetters (H-D); 5. Steve Shafer (H-D).

SR: 1. Kevin Weaver (Hon); 2. Bob Fisher (H-D); 3. Tom Rollins (Hon); 4. Gary Waddell (Suz); 5. Mark Goodman Sr. (Hon).

PROD: 1. Harold Waddell (Tri); 2. Kaleb Northrup (Tri); 3. Butch Fetters (H-D); 4. Bob Fisher (HD); 5. Lane Schultz (Nor).

STK: 1. Eric Wheelwright (Yam); 2. Richard Allen (Hon); 3. Chris Brown (Suz); 4. Tom Brown (Yam); 5. Scott Petty (Hon).

OPEN 2-STRK EX: 1. Eric Wheelwright (Hon); 2. Andy Fortner (Hon); 3. Mark Goodman Jr. (Hon); 4. Paul Hackbarth (Hon); 5. Jon Creek (Hon).

OPEN 4-STRK EX: 1. Chris Brown (Yam); 2. Brent Stewart (H-D); 3. Jacob Bailey (H-D).

FAST TIME: Harold Waddell, 3. 837 (Suz).

Sears Point Raceway

## Parriott wings to AFM win

SONOMA, CA, AUG. 29

After a crash in Saturday practice left the Chandelle team up half the night reassembling his bike, Jeff Short managed to get his usual holeshot at round six of the American Federation of Motorcyclists' Formula Pacific racing. This was no runaway race like round five, however. Donny Greene was right on Short's tail. Brian Parriott, down on points due to his AMA commitment, worked his way up from the back of the grid to challenge the pair. By the fourth lap, Parriott was absolutely raging on his F4 with more than enough speed to catch both Greene and Short.

By the next lap, Greene had given up some ground to Short, and Parriott was closing rapidly. He passed Greene and then went around the outside in a bold attempt to pass Short. Short managed to fend him off, but Parriott dogged him. In turn six, Parriott passed Short. However, Short boxed him off going into turn seven, leaving the door open for Greene, who also passed him. In turn 11, Parriott passed Greene back on the brakes. Lapped riders held Parriott up. In turn 11 of the last lap, Parriott moved up to Short's heels. It became a drag race from the exit of the chicane right up to the checkers, and Short barely edged out Parriott for the win. Greene finished third.

In 600cc Superbike, Tim Ogles got the holeshot, with Michael Ernest and Mark Foster following. Parriott passed Foster in turn seven and ran third, behind Ernest. In turn 11, Parriott passed both Ernest and Ogles in a spectacular display of braking prowess to take the lead. Meanwhile, Foster passed Ogles and began to pressure Ernest. By the third lap, Parriott had stretched out a seven-second lead, leaving Foster and Ernest to duke it out for second and Ogles and Thomas Montano to battle for fourth. Montano passed Ogles and began to close the gap for third. Montano then passed Foster and then Ernest. Foster eventually got by Ernest as well. On the next lap, Montano overcooked turn seven, allowing both Foster and Ernest to pass him. Parriott took the win, Foster finished second and Ernest third. Montano finished fourth and Ogles fifth. CN

### Results

F-PACIFIC: 1. Jeff Short (Suz); 2. Brian Parriott (Hon); 3. Donny Greene (Yam); 4. Mark Foster (Kaw); 5. James Randolf (Suz).

F-1: 1. Tait A. Rush (Yam); 2. Paul Doyle (Yam); 3. Rich Thorwaldson (Hon); 4. Tony Doran (Hon); 5. Harley Barnes (Kaw).

F-2: 1. Ed Marchini (Hon); 2. Paul Doyle (Yam); 3. Brian LeFevre (Yam); 4. Jason Candelaria (Yam); 5. Richard Snowden (Hon).

F-3: 1. Peter A. Hoffman (Hon); 2. Roger Salmeron (Hon); 3. Miles Hawk Mazzotta (Hon); 4. Peter C. Femenia (Hon); 5. John Davis (Yam).

OPEN GP: 1. Rob Mesa (Yam); 2. Bob Siebenhaar (Hon); 3. Jeff Roelands (Suz); 4. Alex Torres-Mori (Yam); 5. Gary Jaehne (Kaw).

F-OPEN TW: 1. Dave White (Hon); 2. Chris LaCruze (Duc); 3. Paul Orlandi (Duc); 4. Brian Long (Suz); 5. Jeff Roelands (Suz).

650 TW: 1. Zoran Vujasinovic (Suz); 2. Pete Demas (Hon); 3. Jim Davis (Hon); 4. Mark Thorpe (Hon); 5. Douglas L. Rappaport (Hon).

500 TW: 1. John Sweeney (Kaw); 2. Brian Long (Kaw); 3. Thomas B. Dorsey (Kaw); 4. Simon Forder (Kaw); 5. Scott Winders (Kaw).

F-SGL: 1. Brian Brown (Spo); 2. Don Jones (Yam); 3. Greg Kersten (Yam); 4. Joe Abeyta (Yam); 5. Greg Leopold (KTM).

F-40: 1. Bob Siebenhaar (Hon); 2. Roy de Groot (Hon); 3. Dave White (Hon); 4. Rosslyn Eugene Wells III; 5. Philip Snowden (Hon).

250 S/BK: 1. Sergio Galvan (Yam); 2. Kregg Williams (Apr); 3. Alex Florea (Apr); 4. Jove Shapiro (Apr); 5. Phillip Cagle (Yam).

450 S/BK: 1. Rosslyn Eugene Wells III (Yam); 2. Robert Anderson (Yam); 3. Dennis Presiloski (Yam); 4. Doug Pitcock (Yam); 5. Roque Torres (Hon).

600 S/BK: 1. Brian Parriott (Hon); 2. Mark C. Foster (Kaw); 3. Michael Ernest (Yam); 4. Thomas Montano (Yam); 5. Tim Ogles (Suz).

750 S/BK: 1. Jeff Short (Suz); 2. James Randolph (Suz); 3. Brian Shannon (Suz); 4. Jimmy Capell (Suz); 5. Zenzo Tazawa (Suz).

OPEN S/BK: 1. Donny Greene (Yam); 2. Jeff Hagan (Yam); 3. Rob Mesa (Yam); 4. James King (Yam); 5. Alex Torres-Mori (Yam).

250 PROD: 1. Francis Mazur (Kaw); 2. Kevin Scott (Kaw); 3. Robert Kennedy (Kaw); 4. Kelly Winkelbauer (Kaw); 5. John Prelock (Kaw).

450 PROD: 1. Dennis Presiloski (Yam); 2. Mark Kayfez (Yam); 3. John Gonzales (Yam); 4. Barrett Brockhage (Yam); 5. Chris Moll (Yam).

S/DINO: 1. Paul Reynen (Yam); 2. Jim Neuenburg (Duc); 3. Scott Elledge (Yam); 4. Gary Jaehne (Hon); 5. David Crussell (Kaw).

VINT 0-450: 1. Allan Bueno (Yam); 2. Bernard Juchli (Hon); 3. Charles Sexton (Bul); 4. Dennis Schade (Hon); 5. Richard C. Weidenbach (C-A).

VINT 451-750: 1. Jove Shapiro (BMW); 2. Richard Haas (TRI); 3. David Crussell (Kaw); 4. Larry Leiper (Tri).


OCTOBER 2ND & 3RD, 1999

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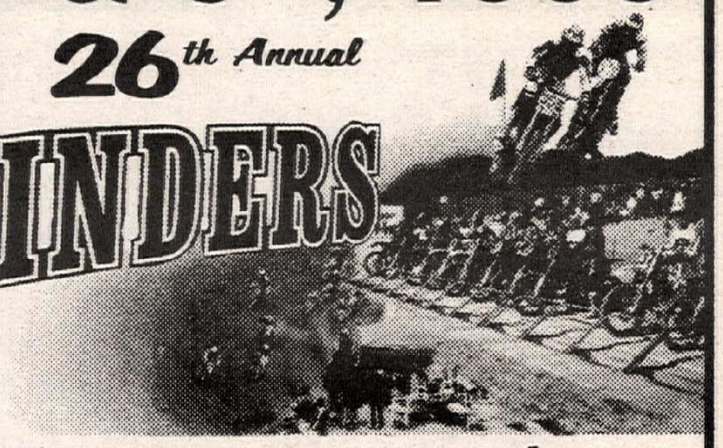

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EVENT #5 OF THE BIG 6 G.P. SERIES

AMA DISTRICT 37

SATURDAY RACES

| EVENT # | CLASSIFICATION | LENGTH | PRE | POST | START TIME |
|---|---|---|---|---|---|
| #1 | UNCLASSIFIED | 45 MIN. | $25 | $40 | 8:00AM |
| #2 | QUAD EXP-AMT-NOV<br>VET QUAD EXP-AMT-NOV / SIDEHACKS | 60 MIN. | $30 | $40 | 9:00AM |
| #3 | SEN EXP OPEN-250/SEN AMT OPEN-250<br>MAG EXP/AMT | 75 MIN. | $30 | $40 | 10:30AM |
| #4 | SEN NOV OPEN/250-SEN BEG OPEN/250 MAG-NOV<br>ALL S.SEN- WOM EXP AMT NOV<br>MINI EXP AMT NOV BEG | 75 MIN. | $30 | $40 | 12:15PM |
| #5 | BEG/NOV OPEN 250 200 4-STROKE<br>NOV & BEG DUAL SPORT | 75 MIN. | $30 | $40 | 2:00PM |
| #6 | KIDS & PEE WEES ON REM AND PEE WEE TRACK<br>OPEN RIDING - PARENTS MUST BE PRESENT | 30 MIN. | NO FEE | NO FEE | 4:00PM |

SUNDAY RACES

| | | | | | |
|---|---|---|---|---|---|
| #1 | VINTAGE / CLASSIC / AHRMA GP SERIES | 45 MIN. | $30 | $40 | 8:00AM |
| #2 | UNCLASSIFIED | 45 MIN. | $30 | $40 | 9:30AM |
| #3 | VET NOV OPEN 250 / BEG OPEN 250 | 75 MIN. | $30 | $40 | 10:45AM |
| #4 | VET EXP OPEN 250 / AMT OPEN 250 | 75 MIN. | $30 | $40 | 12:30PM |
| #5 | AMT / EXP OPEN 250 200 4-STROKE<br>EXP & AMT DUAL SPORT | 75 MIN. | $30 | $40 | 2:15PM |

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# Results

## Motocross
## Village Creek MX Park
## Fort Worth, TX
## August 21
## By Renee MacNeill

**51 STK SHAFT**
Kyle McAdams Yam
Chris Wolfe Yam
Kayleb Goetz Yam
Hunter Kinsty Yam
**51 (4-6)**
Sean Miller Cob
Justin Cornett KTM
Ian Haemker KTM
Jacob Warters Suz
Bradley Pipkin Suz
**51 (7-8)**
Hunter Douglas Cob
Collin Gee KTM
Cameron Vrzak KTM
Koda Tingle Lem
Trey Stevens KTM
**51 OPEN (4-9)**
Hunter Douglas Cob
Collin Gee KTM
Eddie Whitener KTM
**65 (7-9)**
Logan Melton Kaw
Taylor Neubauer KTM
Craig Haemker Kaw
Blake Viss Kaw
Justin Denson Kaw
**65 (10-11)**
Brandon Pipkin Kaw
Bryan Burnett Kaw
Michael J. Thacker Kaw
Dylan Lloyd Yam
**85 BEG (7-16)**
Russell Altman Yam
Aaron Garner Yam
Adam Presley Hon
Chris Kite Yam
Ty Fletcher Kaw
**85 JR (7-11)**
Joseph Marburger Suz
Logan Melton Yam
Bryan Burnett Suz
Taylor Neubauer Hon
**85 SR (12-16)**
Bradley Young Suz
Clayton Brantley Yam
Blake Allen Kaw
Cody Cothran Kaw
**85 OPEN (7-16)**
Bradley Young Suz
Aaron Garner Yam
Bryan Burnett Suz
Cody Cothran Kaw
**125 BEG**
Tommy Douglas Suz
Blake Bishop Kaw
Jeremy Travis Yam
Rick Garner Hon
Chris Pondt Hon
**125 NOV**
Matt Grubb KTM
Justin Huckaby Suz
Brad Corder Kaw
**125 OPEN**
Rick Garner Hon
Matt Grubb KTM
Chris Pondt Hon
**250 BEG**
David Lowe Kaw
Mark Vrzak Yam
Chris Lowe Hon
Brian Keith Hon
Roy Thacker Yam
**250 NOV**
Travis Lay Suz
Cody Harris Yam
David Garner KTM
Jim Vandiver Kaw
**250 OPEN**
Cody Harris Yam
Michael Hicks KTM
James Newmann KTM
Ronnie Popham KTM
**25+**
Erik Nielsen Yam
Mark Hughes Yam
**30+ NOV**
Erik Nielsen Yam
Louis Pacanins Hon
Jimmie Whitener Hon
Jason Hudson Hon
John Manby Kaw
**30+ INT**
Kent Delap Hon
**38+**
C.J. Mullins Hon
Randy Skinner Hon
Jimmy Peterson Hon
Jeff Haney Yam
Russell Kinsey Yam
**PRO**
Jason Baird Suz
Mike Klement KTM
Ryan Wallace Kaw

## Motocross
## Galion Sunset Ramblers
## Galion, OH
## August 22
## By Michael Davis

**50 D-1**
E. Ian Anderson KTM
Blake Yoztheimer KTM
A.J. Defibaugh KTM
**50 D-2**
Brandon Weber Yam
Kyle Hatcher Yam
Tyler Sales Yam
Hathew Blum Yam
Danny Roetzel Yam
**P/W B**
Brandon Weber Suz
**P/W B-2**
Kyle Hatcher Yam
**60**
Tyler Bowers KTM
Josh O'Neal Kaw
Steve Hahn Kaw
Jace O'Neal Kaw
Cody Minard Kaw
**SCHBY**
Jimilie Fox Hon
Joey Lange Yam
Shawn Hughes Hon
Jonathan Shepherd Suz
John Inman Hon
**125 A**
Ryan Lutz Yam
Travis Ousley Hon
**125 B**
Jeremy Bee Suz
Jimilie Fox Hon
Brad Ritchie Suz
Mark Claus Hon
Kevin Kalb Yam
**125 C**
Joey Lange Yam
Christian Luntz Yam
Jared Young Hon
Rick Crist Kaw
Jonathan Shepherd Suz
**250 B**
Bryan Hiltbrunner Suz
Jesse Sexton Kaw
**250 2-STRK B**
Josh Francis Hon
Brad Benedict Yam
Chris Parker Pol
Greg Benedict Yam
**250 4-STRK B**
Jeff Barker Hon
Bryan Passick Hon
Cory Holtz Hon
Mike Patton Hon
Duane Straley Hon
**250 C**
Jeremy Heller Hon
Jesse Fry Suz
Cory Voltz Kaw
Andy Slaton Kaw
Jeremy Albright Hon

## Motocross
## Sprout Patch Competition Surdyke Appreciation Series
## Billings, MO
## August 28

**50 (4-6)**
Harrison Shellhammer
Schuyler Richards
Justin Campbell
Shelby Porter
Trey Jones
**50 (7-8)**
Ryan Johnson
Ryan Rector
Kaleb Hughey
Ryan Coffee
Chelsey Neill
**60**
Jimmy Albertson
Coby White
Alex Agler
Jared Snider
Austin Richards
**80 BEG**
Gabe Herndon
Heath Emerson
Brad Lester
Brett Ripberger
Zach Neill
**80 ADV**
Gregg Albertson
Jimmy Albertson
Jon Still
Donal Harris
Alex Agler
**125 BEG**
Nick Richart
Matt Dawson
Robert Busiek
Laith Smith
Jon Driskell
**125 NOV**
Troy Lester
Chase Dunfee
David Frye
Beau Burnett
Eli Bieschke
**250 BEG**
Aaron Shaw
Billy Pippin
Josh Crump
Gregg Martin
Steve Wright
**250 NOV**
Jon Tomlin
Dusty Hall
Beau Burnett
Gary Robinson
George Raney
**SCHBY**
Troy Lester
Chase Dunfee
Jon Driskill
Laith Smith
Gregg Albertson
**COMB OPEN**
Joe Jarvis
Randy Southard
Dusty Hall
George Raney
Dave Wilfong
**30+**
Steve Logston
Kris Morgan
Randy Brown
Derrick Porter
Don Walcher

## Motocross
## Starwest Cycle Park Summer Night Series
## Moreno Valley, CA
## July 31
## By Tony Alessi

**Small Track**
**50 STK STRTR (4-6)**
Caden Probst KTM
Dalton Campbell KTM
Preston Kelly Lem
Nicholas Ganan Yam
**50 STK STRTR (7-8)**
Charlie Rey Lem
Tommy Madden KTM
**50 STK BEG (4-6)**
Nicholas Garza Cob
Austin Meyers KTM
Jeremy McCool KTM
Lane Wigguis KTM
Cody Jones Lem
**50 STK BEG (7-8)**
Landon Courier Cob
Tyler Heers KTM
Brandon Porras Lem
Dillon Nelson KTM
Kevin Smyj KTM
**50 STK B (0-8)**
Jake Mendenhall KTM
Kieffer Silva KTM
Tyler McHugh KTM
Bubba Frigo Cob
Joshua Nogle KTM
**50 BEG MOD (4-6)**
Nicholas Garza Cob
Jeremy McCool KTM
Cody Jones Lem
**50 BEG MOD (7-8)**
Landon Currier Cob
**50 MOD B (0-8)**
Bubba Frigo KTM
Jake Mendenhall KTM
Kyle Corfman Cob
Josh Fargo KTM
**50 JR P/W 50 NOV (4-6)**
Taylor Eredia Yam
Lee Miller Yam
Nicolas Garvin Yam
**Main Track**
**50 STK**
Quad Chase Cob
Dalton Campbell KTM
James Frigo Cob
Nicholas Garza Cob
Tyler McHugh KTM
**50 MOD**
David Falcon KTM
Christopher Zobel KTM
**S/P/W**
Kyle Smith KTM
Cameron Corfman KTM
Kyle Corfman KTM
**50 (7-8)**
Kyle Smith KTM
Cameron Corfman KTM
**60 STRTR (6-9)**
Parker Eckman Kaw
Anthony Meyers Kaw
Art Moreno KTM
Brian Pickering Kaw
**60 (6-8)**
Terren O'Dell Kaw
Cameron Corfman KTM
Drake Plageman KTM
Kyle Smith Kaw
Stokes Arrey Kaw
**60 (9-11)**
Justin Keeny KTM
Dana Dreier Kaw
Andrew Saldate Kaw
Nick Sanchez Kaw
Cory Costa Kaw
**80 BEG (0-11)**
Kameron Silva Hon
Kasey Morris Kaw
Nick Sanchez Suz
Thomas Saldate Hon
Andrew Saldate Hon
**80 (0-11)**
Justin Keeny Hon
**80 BEG (12-16)**
Myles Richmond Suz
Justin Lavoie Kaw
Cory Fox Kaw
Elizabeth Bash Yam
Robert Strong Yam
**80 (12-13)**
Nathan Collins Kaw
**80 (14-16)**
Timothy Berger Yam
Nathan Salgado Yam
Marcus Enriquez Hon
**125 BEG**
Ryan Bromage Yam
Ryan Campbell Yam
Nick Retter Yam
Matt Ramsey Yam
Collin Silva Yam
**125 NOV**
Nik Hensley Yam
Ryan Baron Suz
Brit Jackson Kaw
Kenny Peichard Suz
**125 INT**
Revelle Harrison KTM
Steven Eugenio Yam
Dustin Jameson Yam
Brent Denton Yam
**125 PRO**
Danny Carlson Suz
**250 NOV**
Aaron McDonough Yam
Henry Hornsveld Yam
**250 INT**
Steven Eugenio Hon
**250 PRO**
D.J. Umphres Yam
**25+ BEG**
John Simms Suz
Ryan Jones Yam
**25+ NOV**
Anthony Young Kaw
Brian Young Kaw
**30+ BEG**
Lance Booth Yam
Jeff Hatch Yam
Mike Carr Hon
Elmer Silfies Yam
**30+ INT**
Dennis Gallagher Yam
Jerry Hensley Yam

## Motocross
## Starwest Cycle Park Night Series
## Moreno Valley, CA
## August 7
## By Tony Alessi

**Small Track**
**STRTR (4-6)**
Caden Probst KTM
Dalton Campbell KTM
Matthew Schwebel Yam
Ethan Klure Yam
**STRTR (7-8)**
Tommy Madden KTM
**P/W 50**
Taylor Erekra Yam
**50 STK B (0-8)**
James Frigo Cob
Jake Mendenhall KTM
**50 STK BEG (4-6)**
Nicholas Garza Cob
Jeremy McCool KTM
Justin Meyers KTM
Zachary Pillow KTM
Cody Jones Lem
**50 STK BEG (7-8)**
Kevin Smyj Lem
Tyler Heers KTM
Brandon Porras Lem
Joshua Massey KTM
Marco Aguilar KTM
**50 MOD BEG (4-6)**
Nicholas Garza Cob
Cody Jones Lem
Jeremy McCool KTM
**50 MOD (0-8)**
James Frigo KTM
Jake Mendenhall KTM
**50 MOD BEG (7-8)**
Marco Aguilar KTM
Bryan Briley KTM
Tyler Heers KTM
Joshua Massey KTM
Kevin Smyj KTM
**Main Track**
**50 STK**
James Frigo Cob
**50 MOD**
David Falcon KTM
**50 (7-8)**
Quad Chase Cob
**S/P/W**
Quad Chase Cob
**60 STRTR**
Tony Meyers Kaw
Brent Freude Kaw
Justin Pischke Kaw
**60 (6-8)**
Terren O'Dell Kaw
Drake Plageman KTM
Dave Falcon Kaw
**60 (9-11)**
Michael Herrera Kaw
Webb Massey Kaw
Blake Harber Kaw
David Hought Kaw
Cory Costa Kaw
**80 BEG (0-11)**
Kasey Morris Kaw
Sean Red Suz
Michael Rathes Kaw
Danny Orduno Yam
Webb Massey Hon
**80 (0-11)**
Shawn Mohr Yam
Blake Harber Yam
**80 BEG (12-16)**
Dennis Van Atta Yam
Nick Stretch Hon
Justin LaVoie Kaw
John Dubois Yam
Marcus Shay Kaw
**80 (12-13)**
Dan Bartz Suz
**80 (14-16)**
Josh Navarro Kaw
David Meyers Hon
Timothy Berger Yam
Joey Navarro Kaw
**125 BEG**
Cody Hertel Hon
Ryan Campbell Yam
Ryan Bromage Yam
Jonathan Robinson Suz
Matt Ramsey Yam
**125 NOV**
Ryan McGee Yam
Nicholas Hensley Yam
Ryan McPhillips Yam
**125 INT**
Revelle Harrison KTM
Steven Eugenio Yam
Dustin Jameson Yam
Brent Denton Yam
**125 PRO**
Ryan Clark Yam
**250 BEG**
Scotty Penkert Kaw
Travis Brock Yam
Brandon Foster Kaw
**250 NOV**
Brandon Bailey Yam
Jon Meyers Kaw
**25+ BEG**
Eric Christiansen Yam
John Simms Suz
Rusty Witt Hon
**25+ NOV**
Brian Young Kaw
Anthony Young Kaw
**30+ BEG**
Jeff Hatch Yam
Todd Freistat Yam
Lance Booth Yam
Dean Herrera Suz
**30+ NOV**
Andy Williamson Hon
**30+ INT**
Skip Godinez Kaw
Greg Meyers Kaw
Jerry Hensley Yam

## Motocross
## Challenger Raceway
## Clarksburg, PA
## August 22

**P/W 50/JR (4-8)**
Cody Shuckhart Yam
Jason McConnell Jr. Yam
Tyler McCracken Yam
Rick Myers Yam
Brad Ball Yam
**51 (4-6) SM KTM**
Dylan Slusser Cob
Jimmy Knisley Cob
Ryan Augustine Cob
**51 (7-8)**
Adam Bunting Cob
Christopher Guter Cob
Tyler McGoff Cob
Keith Moran Jr. Cob
Robert Perri Jr. Cob
**65 (7-9)**
Brian Shuckhart Kaw
Adam Bunting KTM
Ryan Gould Kaw
Ryan Hagofsky Kaw
Jeffrey Muller Kaw
**65 (10-11)**
Andrew Kromel KTM
Travis Barlow KTM
Robert Keller KTM
Trevor Guyer Suz
Jonathan Stager Kaw
**85 JR (7-11)**
D.C. Clark Suz
Mark Mills Yam
Andrew Kromel Kaw
Robert Keller Suz
Travis Barlow Suz
**85 INT (12-13)**
Josh Campbell Kaw
Jeffrey Bankosh Jr. Yam
Joe Rice Yam
Daniel Raible Suz
Josh Blowers Suz
**85 SR (14-15)**
Ryan Coleman Suz
Daniel McAdoo Yam
Jacob Brink Kaw
Jonathan Ecklund Hon
Bob Dellone Yam
**85 S/MINI (7-15)**
Jonathan Ecklkund Hon
Daniel Raible Suz
Joe Rice Yam
**125 A**
Douglas Stofko Suz
Michael Campbell Kaw
Justin Paris Suz
Michael Diehl Yam
**125 B**
Brandon Bradley Kaw
Ryan Holliday Suz
Christopher Panucci Yam
Paul Trickett Yam
Michael Cleis Suz
**125 C**
Sammy Holland Suz
Dusty Fennell Yam
Tony Miller Suz
Robert Spreng Yam
Blake Kelley Kaw
**250/OPEN A**
Michael Campbell Suz
Justin Paris Suz
Jason Sisler Suz
**250 B**
Mark Bosnic Suz
Ross Bartlett Kaw
Kenneth Kearns Suz
Brad McLellan Suz
Scott Sokol Suz
**250 C**
Monty Savage II Kaw
Chris Raymond Kaw
Robert Hanyok Jr. Hon
Sean Lucas Suz
Lamont Hunter Suz
**BMBR**
Mark Lynch Kaw
**OPEN B/C**
David Fox Kaw
David Bevans Yam
Keaven Russell Yam
Tommy Stire Yam
**CL-D**
Joshua Brumbaugh Yam
Glenn Noel Hon
Tracy Smith Yam
Chris Quenzler Jr. Kaw
Paul Kolodziej Hon
**SCHBY 125 (12-15)**
Brandon Bradley Kaw
Brad McLellan Suz
Robert Shuckhart Kaw
Michael L. Wajda Yam
Bob Dellone Yam
**CLGBY**
Ryan Holliday Suz
David Ecklund Hon
Neal Hart Suz
Toby Baldauf Yam
Michael Cleis Suz
**25+**
Ross Bartlett Kaw
Chad Hafer Suz
Joseph Oldham Suz
Michael Diehl Yam
John Martin Suz
**40+**
Jeffrey Provance Kaw
J.P Bunting Suz
Jack Mills Yam
D. Tim Booth Hon
**VET A**
Jeffrey Provance Kaw
Joseph Oldham Suz
Chad Hafer Suz
**VET B**
Kenneth Kearns Suz
Johnb Lewis Hon
David Capane Kaw
Henry Cominsky Kaw
Keith Maraugha Suz
**VET C**
Thomas Nagle Suz
Chris Raymond Kaw
Jay Celaschi Kaw
Allen Barker II Yam
Christopher Quensler Kaw

## Motocross
## Sprout Patch Competition Surdyke Appreciation Series
## Billings, MO
## Overall Series Winners

**50 (4-6)**
Gatlin Pennington
Harry Shellhammer
Sky Richards
**50 (7-8)**
Ryan Johnson
Ryan Rector
Kaleb Hughey
**60**
Coby White
Jared Snider
Austin Richards
**80 BEG**
Gabe Herndoon
Brad Lester
Zach Neill
Brett Ripperger
Ronnie Cook
**80 ADV**
Robert Busiek
Gregg Albertson
**125 BEG**
Jamie Vaughn
Nick Richart
Christ Rost
Kyle McCoy
Jon Driskill
**125 NOV**
Chase Dunfee
Troy Lester
**250 BEG**
Criag Henson
**250 INT**
Darrell Jackson
**SCHBY**
Troy Lester
Chase Dunfee
Robert Busiek
Laith Smith
**COMB OPEN**
Joe Jarvis
Darrell Jackson
**30+**
Kris Morgan
Steve Logston
Don Walcher

## Motocross
## Village Creek MX Park
## Fort Worth, TX
## August 28
## By Renee MacNeill

**51 STK SHAFT**
Chris Wolfe Yam
J.C. Hopkins Yam
Kyle McAdams Yam
**51 (4-6)**
Reid Miller Cob
Ryan Parry KTM
Justin Cornett KTM
David Bryant Jr. Cob
Justin Parker Cob
**51 (7-8)**
Hunter Douglas Cob
Justin Flores KTM
Garrett Sarasin Hus
**51 OPEN (4-9)**
Reid Miller Cob
Hunter Douglas Cob
Justin Flores KTM
Tyler Cummings Cob
**65 (7-9)**
Levi Gillian Kaw
Logan Melton Kaw
Braydon Kramer Kaw
Craig Haemker Kaw
Brandon Portman KTM
**65 (10-11)**
Brandon Pipkin Kaw
Andy Walts Kaw
**85 BEG (7-16)**
Russell Altman Yam
Aaron Garner Yam
Ren Rodemeyer Suz
Broc Parker Yam
Adam Presley Hon
**85 JR (7-11)**
Adam Reson Kaw
Levi Gillian Kaw
Logan Melton Yam
Justin Long Yam
**85 SR (12-16)**
James Pino Hon
Cody Dickey Kaw
Bradley Young Suz
**85 OPEN (7-16)**
Cody Dickey Kaw
Bradley Young Suz
Adam Reson Kaw
James Pino Hon
Aaron Garner Yam
**125 BEG**
Tommy Douglas Suz
Chris Pondt Hon
Clay Forshee Yam
Cole Barham Hon
Jack Brown Suz
**125 NOV**
Thomas Schuler Yam
Jesse Chambers Yam
Chance Staggs Yam
Josh Wartchow Kaw
Caleb Chambers Hon
**125 OPEN**
Thomas Schuler Yam
Caleb Chambers Hon
Stephen Garrett Kaw
Chris Pondt Hon
Milton Highfill Yam
**250 BEG**
David Lowe Kaw
Keith Dill Yam
Graylyn Zito KTM
Marcelo Novaco Hon
Mario Cimino Hon
**250 NOV**
Randy Hayes Kaw
Chuck Bosane Yam
Michael Harris Kaw
**250 OPEN**
Kyle Hudson Yam
James Neumann KTM
Michael Hicks KTM
Marshall Sypulski KTM
**25+**
David Walner Hon
C.J. Mullins Hon
Jack Brown Suz
David Fletcher Yam
**30+ NOV**
Kelly Epperson Hon
James Parry Hon
Tommy Huff Yam
Mark Pflug Kaw
Pete Payne Kaw
**30+ INT**
Bruce Staples Hon
Kent Delap Hon
John Portman KTM
**38+**
Randy Skinner Hon
Bart Walstrom Hon
Fred Schuler Yam
David Mills Suz
Kirk Lawrence Yam
**COMB INT**
Bruce Staples Hon
Kyle Hudson Yam
Bret Harlow Hon
John Portman KTM
Keith Hayes Suz
**COMB PRO**
Ryan Wallace Kaw
Jason Baird Hon
James Skinner Hon
Mike Klement KTM

## Road Race
## CMRRA
## Willow Springs Kart Track
## Rosamond, CA
## September 5

**SR 40+**
David Perez
Nick Tierno
Leonard Mellgren
Thom Boswell
**80 GP EX**
Ben Solisl
Aaron Hammel
Moritaka Kina
Mitch Weisberg
Rolando Quintero
**STK AM**
Nick Moore
Leonard Mellgren
Jason Perez
Bert Silos
Tim Dunn
**STK EX**
James Mann
Jason Takamoto
Leif Fleming
Vince Evans
**MOD BEG**
Nicolas Nocker
Richy Headley
Quention Wilson
Cole George
Kevin Foster
**MOD AM**
Jason Perez
Nick Moore
Leonard Mellgren
Gabriel Suarez
Frank Rodriguez
**MOD EX**
Greg Groce
Ben Morse
Leif Fleming
Jason Takamoto
Tommy Crawford
**STK BEG**
Quentin Wilson
Richy Headley
Francis Roco
Tony Guevara
Mike Witzke
**VET 25+**
David Perez
Leonard Mellgren
Wes Totsubo
Bert Silos
Mitch Weisberg
**80 GP AM**
Juan Ventura
Nick Moore
James Mann
Steve Shimabuku
Vince Evans

## Dirt Track
## New England Dirt Track Series
## Jolly Roger Moto-Sports Park
## East Lempster, NH
## September 11
## By Tony Manx

**50 A**
Travis Friend Yam
Beau Lirette Yam
Brandon Beauregard Yam
Alex Lyskawa Suz
Matt Royce Hon
**50 B**
Chris Todd Yam
Amanda Moreau Yam
**50 SR**
Troy Estabrook KTM
James Rispoli Lem
Shane Narbonne Suz
Brent Lyskawa Lem
**60**
Trot Estabrook KTM
Shane Narbonne Kaw
Alex Guilbeault Kaw
Cory Hildebrand Kaw
**100 ADULT**
Scott Armstrong Hon
Sean Harvey Hon
Shawn Morin Hon
**125**
Craig Starzynski Yam
Scott Armstrong Hon
Gary Stas Hon
**250 AM**
Andrew Royce Hon
John McDonald Yam
Dave Marcil Hon
David Casey Hon
Joe Seraphin Hon
**250 PRO**
Curt Friend Yam
Rich Beauregard Hon
Jody Phelps Hon
**VINT L/W**
Bob Bertrand Bul
David Casey Hon
T. Mann Yam
Mark Rivet Hon
Ray Labounty Yam
**VINT H/W**
Yogi Hildebrand BSA
Dave Bettencourt Bul
Joel Phelps Hon
Don Veitch Yam
Frank Rounds Yam
**SR**
Joel Phelps ATK
Mike Staback Rtx
Rich Beaureguard Hon
Jody Phelps Rtx
Don Prevost ATK
**S/SR**
Dave Bettencourt Bul
Yogi Hildebrand BSA
Dean Donnell Rtx
Don Prevost ATK
John McDonald Yam
**OPEN AM**
Bob Bertrand Rtx
Joe Seraphin Hon
Brent Hicks ATK
Galen Miller ATK
Craig Hall Hon
**OPEN PRO**
Dave Bettencourt Hon
Dean Donnell Rtx
Shawn Morin Rtx
Mike Staback Rtx
Mark Thomas H-D

## Dirt Track
## New England Dirt Track Series
## Bass Park Half Mile
## Bangor, ME
## August 28
## By Tony Manx

**50 (4-6)**
Ethan Fick Yam
Beau Lirette Yam
Alex Lyskawa Yam
**50 (7-8)**
Harley Pellitier Yam
Amanda Moreau Yam
**50 ADULT**
Dennis Rudnicki Hon
Jeff Hickburn Hon
Rick McLain Hon
**50 MOD**
Troy Estabrook KTM
James Rispoli Lem
Alex Guilbeault Cob
**60**
Troy Estabrook Kaw
Cory Hildebrand Kaw
**80**
Andy Reddington Yam
Craig Starzynski Hon
Scott Rounds Hon
**100 ADULT**
Dennis Rudnicki Hon
Jeff Hickburn Hon
Rick McLain Hon
**125**
Darryl Goldstein Yam
Craig Starzynski Yam
Scott Armstrong Hon
**250 AM**
Eric Casey Kaw
John McDonald Hon
Joe Seraphin Hon
**250 PRO**
Bob Weiss Hon
Justin Velicky Yam
Jody Phelps Hon
Cindy Eardle Hon
Curt Friend Yam
**883**
Jason Fletcher H-D
Bob Weiss H-D
Brent Hicks H-D
**OPEN AM**
Dean Sullivan Yam
Craig Hall ATK
James Watkins ATK
**OPEN PRO**
Aaron Creamer Rtx
Roger Durkee H-D
Jason Fletcher Rtx
Justin Velicky Rtx
Bob Weiss Rtx
**SR**
Mike Staback Rtx
Don Prevost ATK
Henry Landry BSA
**S/SR**
Dave Bettencourt Rtx
Don Prevost ATK
Alan Niles W-R
**VINT L/W**
Henry Landry BSA
Bob Bertrand Bul
David Casey Hon
**VINT H/W**
Henry Landry BSA
Jim Miller H-D
Yogi Hildebrand Tri
**DINO VINT**
Booker Poirer H-D
James Courbis H-D
Adam Fecteau H-D

## Motocross
## Galion Sunset Ramblers
## Galion, OH
## September 12
## By Michael Davis

**P/W 1**
Kyle Gilchrist Cob
Ryan Titus KTM
Brandon MacLean KTM
Anthony Sansotta KTM
Dustin Anderson Pol
**P/W 2**
Ryan Titus Yam
Brandon Weber Yam
Aaron Jenkins Yam
Luke Weaver Hon
Tanner Neel Yam
**P/W B**
Brandon Weber Suz
Matt Weber Suz
**60**
Zach Ames KTM
Tyler Bowers Kaw
Allen Jones Kaw
Bryce Liddle KTM
Damon Bauer Kaw
**MINI JR**
Zach Ames Suz
Tyler Bowers Hon
Kyle McConnell Suz
Craig Thomas Hon
Jon Evans Hon
**MINI SR**
Jared Grabiel Kaw
Dillon Watkins Suz
Craig Thomas Hon
Kyle McConnell Suz
Kevin Davis Kaw
**SCHBY**
Jimmy Fox Hon
Jared Grabiel Kaw
Dillon Watkins Suz
Joey Lange Yam
Zach Ames Suz
**125 B**
Dillon Watkins Suz
David Smith Yam
Jordan Tilton Yam
Kevin Kalb Yam
Justin Schmehl Hon
**125 C**
Jake Morningstar Yam
Jared Young Hon
Rick Crist Kaw
Jonathan Shepherd Suz
Jason Garber Suz
**250 C**
Iain Gilchrist Hon
Carl Davis Hon
Brian Kennard KTM
Bill Simmers Hon
Andrew Slaton Hon
**25+**
David Diehl Suz
Bill Simmers Suz
Andy Slaton Kaw
Jeff Thomas Suz
Troy Counts Hon
**30+**
Jeff McCune Kaw
David Sandridge Yam
David Smith Yam
Eric Bauer Hon
Chris Thomas Hon
**40+**
Carl Davis Hon
Jim Persinger Kaw
John Bush Kaw
Tom Ballinger KTM
Boyce McConnell Yam
**OPEN**
Jim Persinger Kaw
John Bush KTM
Boyce McConnell Kaw
David Mills Suz
**250 2-STRK B**
Rolf Krupp Hon
Robin Stentz Hon
Chris Parker Pol
Cory Hoffman Hon
Dan Dillinger Hon
**250 4-STRK B**
Jeff Houser Hon
John Taylor Suz
Scott Kyers Suz
Jeff Barker Hon
Nate Darnell Kaw
**EXTRA**
Trent Heller Yam
Larry Bellman Yam
Joey Ballinger Hon
Scott Watkins Suz
Brad Snyder Kaw
**BMBR**
Todd Muntz Hon
Rod Jenkins Yam
Randy Bostic Yam
Rick Wescott Suz
Mitch Davis Yam

## Motocross
## AMA Amateur Motocross
## Baja Acres
## Millington, MI
## September 5
## By Fritz Seelman

**51 JR**
James L. Schmaus
Joseph L. Porcecli III KTM
Joseph Terry KTM
Levi A. Davis
Dylan L. Coston KTM
**51 SR**
Talon T. Hodgeson
James Roberts
Kelsea L. Offner
Dennis R. Zultak KTM
Mark Zingg KTM
**51 SHAFT**
James Roberts
Sara Roberts Yam
Trevor Brown Yam
Matthew Marcial Yam
Eric Senk Yam
**60**
John R. Jackson III Kaw
Kurtis M. Lee Kaw
Brett Bourdage Kaw
Daniel J. Aulseybrook Kaw
Cody Lee Davis Kaw
**80 JR**
Eric S. Miller Suz
John R. Jackson III Kaw
Daniel J. Aulseybrook Kaw
Nicholas Hiltz Kaw
Thomas Lee Templeton Jr. Suz
**80 SR**
Ronald A. Bowers Jr. Yam
Scotty Thomason Suz
Corey L. Hoover Kaw
Chris Lamount Hon
Kyle Rothgeb Hon
**80 C**
Kyle T. Measel Yam
James Groth Kaw
Rickey O. Montgomery Suz
Christopher Fillmore Yam
John Robiadek Yam
**125 JR**
Trevor A. Gundlach Yam
Robby E. Wheeler Suz
Nathan J. Woodward Yam


WISECO

# Director Sales & Marketing

*Wiseco Piston, Inc., a leading supplier of pistons to the automotive, motorcycle, hot rod and recreation markets seeks a Director of Sales & Marketing to provide leadership and direction to the worldwide sales and marketing function. This new position, located in Mentor, Ohio and reporting to the President, will be responsible for establishing, implementing and maintaining sophisticated sales and marketing strategies designed to increase the sales of Wiseco products.*

*The individual selected will be a key member of the Wiseco Executive Team with direct management responsibility for the Wiseco sales, marketing and customer service organizations at the headquarters in Mentor, OH, company owned distributors in California, Canada and Texas and the go-kart distribution business, American Power Sports.*

*The individual selected for this position will insure that sales and marketing plans are developed and implemented in order to meet company growth objectives, will develop and implement an effective distribution strategy that ensures Wiseco is able to meet customers needs through market channels that result in maximum long term profit for Wiseco. Will be responsible for identifying target market segments and aligning resources accordingly as well as developing a highly motivated, customer-focussed sales and marketing organization. Position is also responsible for all advertising and promotional programs, developing systems to capture customer input o potential new products and leads internal cross-functional processes in Manufacturing and Engineering organizations to develop profitable additions to Wiseco's product line.*

*Candidates should possess an undergraduate degree in business administration, marketing or other relevant field. An advanced degree would be considered an advantage. Must have a minimum of 10 years of progressive business experience with at least five years in a leadership role. Should have relevant industry experience and a strong technical aptitude with hands on engine repair and/or racing experience. Must be a team player, interested in a participative management style and have the ability to work in a fast paced work environment. Must have strong planning, analysis and negotiating skills and be able to drive the sales & marketing function to an increased level of customer focus and customer oriented mentality within the marketplace.*

*Please send resume with salary history (required) to* ***Bob Perrin, Director, Organization Effectiveness, Wiseco Piston, 7201 Industrial Park Blvd., Mentor, OH 44060. EOE Employer. Fax (800) 951-6606.***



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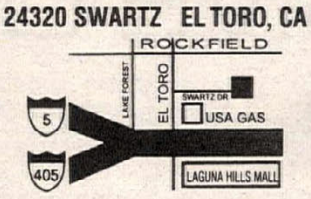




# new video release

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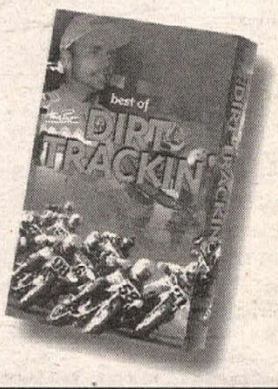


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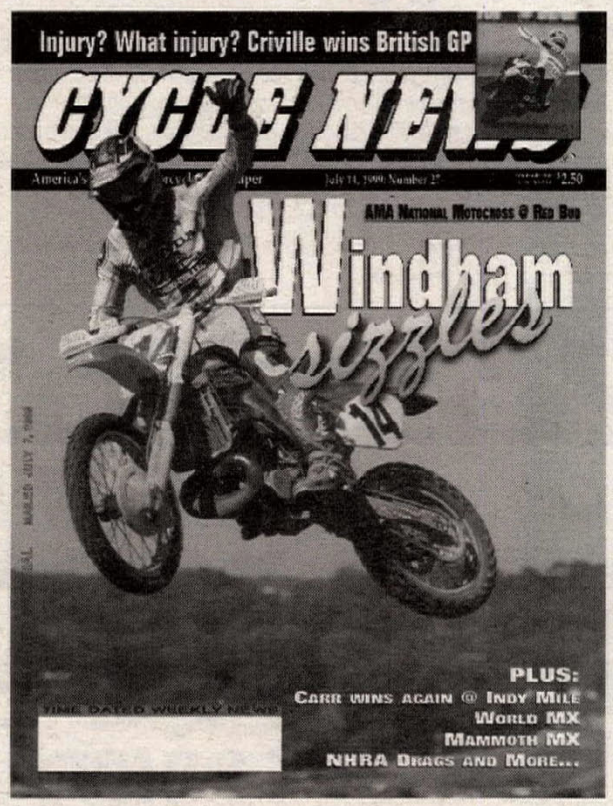


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# Results

| | |
|---|---|
| Justin W. Sessink | Hon |
| Andrew Rehkopf | Hon |
| **125 A** | |
| Chris Lueth | Hon |
| Bill P. Van Vugt | KTM |
| **125 B** | |
| Joseph F. Kersanty | Suz |
| Justin W. Sessink | Hon |
| Ronnie L. Zingg | Kaw |
| Joshua J. Young | Yam |
| Bill Claerhout | |
| **125 C** | |
| Scott Jeffers | |
| Derek A. Wilson | Suz |
| Matthew J. Neely | KTM |
| Jayson Monroe | Yam |
| Jon Marcus Dunwoody | Yam |
| **250 A** | |
| Brian Swink | |
| Bill P. Van Vugt | KTM |
| Craig S. Biland | Suz |
| Jeff W. Aud | Hon |
| **250 B** | |
| Joseph F. Kersanty | Suz |
| Jeff L. Plawecki | Kaw |
| Terry J. Whitmore | Yam |
| Dan B. Vanthomme | Hon |
| Daniel S. Hanson | Suz |
| **250 C** | |
| Rich Johnson | Kaw |
| Joseph B. Johnson | Kaw |
| Patrick J. Ursuy | Hon |
| Scott Jeffers | Suz |
| Peter Wiebe | Hon |
| **16-24** | |
| John W. Avendt | Hon |
| Jeff L. Plawecki | Kaw |
| Chad M. Hauser | Kaw |
| Steve R. Siergjuk | Yam |
| **25+** | |
| Brian Swink | |
| David W. Horvath | Yam |
| Craig S. Biland | Suz |
| Craig Stoley | Hon |
| Dan B. Vanthomme | Hon |
| **30+** | |
| Craig Stoley | Hon |
| Robert J. Schulte | Kaw |
| Joey V. Munger | KTM |
| Dave R. Howard | Yam |
| Courtney E. Riester | Hon |
| **35+** | |
| Gary L. Seibert | Suz |
| Max R. Marsh | Kaw |
| James Iversen | Kaw |
| Thomas Lee Barth | Hon |
| Paul J. Benjamin | Kaw |
| **40+** | |
| Max R. Marsh | Kaw |
| Ken P. Petrillo | Kaw |
| Bob L. Lewis | Yam |
| Ron Hayes | Suz |
| Darrel L. Hiltz | Hon |
| **50+** | |
| Douglas Hilderbrant | Kaw |
| Terry K. Piggott | Hon |
| Skip Krassa | Hon |
| William D. Foster | Yam |
| Robert C. McWilliams | KTM |
| **NON-CUR** | |
| Thomas Lee Barth | Hon |
| Joseph K. Sangster | Hon |
| Chris A. Ruth | Hon |
| Allan Vroman | |
| Steven P. Baginski | Hon |

## Motocross
## AMA Amateur Motocross
## Baja Acres
## Millington, MI
## September 6
## By Fritz Seelman

| | |
|---|---|
| **51 JR** | |
| James L. Schmaus | |
| Joseph Terry | KTM |
| Ian Clements | |
| Levi A Davis | |
| Jarett J. Pesci | |
| **51 SR** | |
| James Roberts | |
| Michael Ross | |
| Talon T. Hodgeson | |
| Joshua C. Maidman | |
| Kelsea L. Offner | |
| **51 SHAFT** | |
| Sara Roberts | Yam |
| James Roberts | |
| Noel Ash | Yam |
| Matthew Marcial | Yam |
| Cole Thompson | Yam |
| **60** | |
| John R. Jackson III | Kaw |
| Daniel J. Aulseybrook | Kaw |
| Brett Bourdage | Kaw |
| Robb M. Lapeen II | Kaw |
| Kurtis M. Lee | Kaw |
| **80 JR** | |
| Josh Lichtle | Suz |
| Eric S. Miller | Suz |
| Jerry Lorenz III | Yam |
| John R. Jackson III | Kaw |
| Brian D. Goodricke | Yam |
| **80 SR** | |
| Ronald A. Bowers Jr. | Yam |
| Brad E. Smith | Hon |
| Scotty Thomason | Suz |
| Sarah R. Whitmore | Yam |
| Brent A. Miller | Hon |
| **80 C** | |
| Aaron M. Smith | Suz |
| Kyle T. Measel | Yam |
| James Groth | Kaw |
| Ryan Watson | Yam |
| Alan Putnan | Hon |
| **125 JR** | |
| Derek N. Rose | Hon |
| Billy D. Lichtle | Yam |
| Robby E. Wheeler | Suz |
| Trevor A. Gundlach | Yam |
| Daniel Walker | Hon |
| **125 A** | |
| Sebastian Szamiel | Kaw |
| Chris Lueth | Hon |
| **125 B** | |
| Derek N. Rose | Hon |
| Joseph F. Kersanty | Suz |
| Justin W. Sessink | Hon |
| Kyle Thompson | Kaw |
| Scott Sweeting Jr. | Yam |
| **125 C** | |
| Scott Jeffers | Suz |
| Philip James | |
| Travis Harriman | Yam |
| Ryan P. Bridger | Suz |
| David O. Whittier | |
| **250 A** | |
| Craig S. Biland | Suz |
| Lyle R. Fleischmann | Hon |
| John Buono | Hon |
| **250 B** | |
| Joseph F. Kersanty | Suz |
| Jeremiah G. Badgley | Suz |
| Kyle G. McLeod | KTM |
| Jeff L. Plawecki | Kaw |
| Terry J. Whitmore | Hon |
| **250 C** | |
| Scott Jeffers | |
| Joseph B. Johnson | Kaw |
| Raymond Medina | Yam |
| Bill Kobus | Kaw |
| Don Cromwell | Suz |
| **16-24** | |
| Justin Thompson | Kaw |
| Jeff L. Plawecki | Kaw |
| Chad M. Hauser | Kaw |
| Marcus Wheeler | Yam |
| Simon G. McInnes | Suz |
| **25+** | |
| Craig S. Biland | Suz |
| David W. Horvath | Yam |
| Wilfrid L. Hufton III | Hon |
| Craig Stoley | Hon |
| Dan B. Vanthomme | Hon |
| **30+** | |
| Mike Himanek | Suz |
| Kreg D. Bigelow | Hon |
| Craig Stoley | Hon |
| Jeff Himanek | Hon |
| Dan B. Vanthomme | Hon |
| **35+** | |
| Kreg D. Bigelow | Hon |
| David Mack | Yam |
| Max R. Marsh | Kaw |
| Jeff Himanek | Hon |
| James Iversen | Kaw |
| **40+** | |
| Max R. Marsh | Kaw |
| Scott D. Currie | Hon |
| Ron Hayes | Suz |
| Ken P. Petrillo | Kaw |
| John R. Love | Yam |
| **40+ AHRMA** | |
| Mark S. Cook | Yam |
| **50+** | |
| Frank J. Helms | Hon |
| Guy Winonradsky | Hon |
| Douglas Hilderbrant | Kaw |
| Skip Krassa | Hon |
| Robert C. McWilliams | KTM |
| **CLSC 500** | |
| Thomas Antor | |
| **EVO** | |
| James R Vens | |
| Todd J. Starr | Yam |
| Allan G. Doneth | Yam |
| Steven P. Baginski | Yam |
| Terry K. Piggott | |
| **INNO** | |
| Kevin M. Piggott | Hon |
| Tom M. Holscher | Hon |
| Allan G. Doneth | Hon |
| Joseph K. Sangster | Hon |
| Steven P. Baginski | Hon |
| **NON-CUR** | |
| Jeremiah G. Badgley | Suz |
| Bob P. Dedic | Hon |
| Wilbert Verpooten | Kaw |
| Joseph K. Sangster | Hon |
| Allan Vroman | |
| **VINT** | |
| David R. Starr | Yam |
| Todd J. Starr | Hon |
| Patrick S. O'Connor | Hon |
| Mark Nelson | |
| Jeffrey L. Doneth | Suz |
| **WMN** | |
| Jessica Foster | Hon |

## Road Race
## Oregon Motorcycle Road Racing Association
## Portland International Raceway
## Portland, OR
## August 29
## By Janice M. Logan

| | |
|---|---|
| **OPEN S/SPT EX** | |
| David Cook | Yam |
| Robert Underwood | Yam |
| Karl Schenk | Yam |
| **OPEN S/SPT AM** | |
| Robb Ladd | Kaw |
| Randy Word | Suz |
| Tim Hudnall | Kaw |
| **750 S/SPT EX** | |
| Robert Underwood | Suz |
| John Dugan | Suz |
| Rob Carpenter | Yam |

**750 S/SPT AM**
Michael McCullough Hon
Randy Word Suz
Robb Ladd Kaw
**600 S/SPT EX**
John Dugan Yam
Alan Schmidt Kaw
David Cook Yam
**600 S/SPT AM**
Derek Byrne Kaw
Tommy Smith Hon
David McCord Hon
**450 S/SPT**
Paul Ludwig Yam
Craig Fabische Yam
Bob Jensen Suz
**OPEN S/BK**
Karl Schenk Yam
David Cook Yam
Robert Underwood Yam
**750 S/BK**
Robert Underwood Suz
John Dugan Suz
Simon Field Suz
**250 GP**
Derek King Hon
Gene Brown Yam
Craig Harry Yam
**600 S/BK**
David Cook Yam
Rob Carpenter Yam
Alan Schmidt Kaw
**M/W S/BK**
Nobi Iso Apr
Alan Schwen Suz
Richard Matthews Hon
**450 S/BK**
Darcy Ziegler Yam
Paul Ludwig Yam
Joe Pethoud Hon
**GPRA/125**
Nobi Iso Apr
Vicky Jackson-Bell Hon
Richard Matthews Hon
**OPEN GP TW**
Dan Wilson Suz
Andy Pleune Suz
Craig Chandler Suz
**650 GP TW**
Alan Schwen Suz
Cedric Smith Suz
Josh Bryan Suz
**OPEN CLSC S/BK**
Bob Martin Hon
Rich Levert Hon
Joe Mallen Hon
**SM/BORE CLSC S/BK**
Darcy Ziegler Yam
Darryl Williams Yam
Joe Pethoud Hon
**OPEN VINT**
Rich Levert Hon
Tom Mellor Tri
Steve Pugsley Hon
**500 VINT**
Swiss Niederberger BSA
Mike Daniel Suz
Dean Hubble Hon

## Motocross
## Village Creek MX Park
## Fort Worth, TX
## September 11
## By Renee MacNeill

**51 STK SHAFT**
Chris Wolfe Yam
Kayleb Goetz Yam
Hunter Kinsey Yam
**51 (4-6)**
David Bryant Jr. Cob
Justin Parker Cob
Bradley Pipkin Lem
Jacob Warters Suz
**51 (7-8)**
Tyler Cummings Cob
Trey Phillips KTM
Garrett Sarasin Hus
**51 OPEN (4-9)**
Tyler Cummings Cob
David Bryant Jr. Cob
**65 (7-9)**
Ryan Loew Yam
Joshua Godfrey KTM
**65 (10-11)**
Jeffrey Fisher Kaw
Brandon Pipkin Kaw
Cody Harris Kaw
**85 BEG (7-16)**
Russell Altman Yam
Aaron Garner Yam
Broc Parker Yam
Morgan McCreary Yam
Blake Bryant Suz
**85 JR (7-11)**
Jeffrey Fisher Kaw
Adam Reson Kaw
**85 SR (12-16)**
Bradley Young Suz
Tyler Ellis Hon
Matt Lowrimore Kaw
Ben Rodemeyer Suz
C.T. Dickey Kaw
**85 OPEN (7-16)**
Bradley Young Suz
Tyler Ellis Hon
Aaron Garner Yam
Gary Shelton Yam
Adam Reson Kaw
**125 BEG**
Matt Gerutti Kaw
Kody Dill Kaw
Chris Pondt Hon
Corey Boothe Suz
Jack Brown Suz
**125 NOV**
Aaron Smith Yam
Chance Staggs Yam
Josh Wartchow Kaw
Milt Highfill Yam
Ryan Payne Hon
**125 OPEN**
Milt Highfill Yam
Jason Lawrimore Hon
**250 BEG**
Graylyn Zito KTM
Terry Dyer Yam
Derrick Kanyun Kaw
Marcelo Novaco Hon
Mike Peters Kaw
**250 NOV**
Matt Phillips Yam
Sean Turner Suz
Casey Urquhart Hon
Trent Swank Yam
David Lowe Kaw
**250 OPEN**
Kyle Hudson Yam
Michael Hicks KTM
James Applegate KTM
**25+**
Randy Skinner Hon
Darren Fretz Kaw
Ben Odom Yam
Jack Brown Suz
Joey Resendis Hon
**30+ NOV**
Scott Clark Yam
Mike Vargas Hon
Russell Smith Hon
Randy Terry Hon
Chris Goetz Yam
**38+**
C.J. Mullins Hon
Jimmy Peterson Hon
Russell Smith Hon
Tim Anstice Hon
Russ Kinsey Yam
**COMB INT**
Kyle Hudson Yam
Brett Harlow Hon
**PRO**
Brian Walker Yam

## Hare Scrambles
## Eagle Creek Park
## Owenton, KY
## September 12
## By Jim Darlington

**0-125**
Nick Marksbery
Seth Mullins
**200 B**
Tim Donaworth
John McCloy
**250 B**
Robert Johnson
Gary Bisang
Chris Wells
J.J. McDowell
Dan Knuchle
**250 A**
William Cooper
John Brunck
Joe Etienne
Marty Michels
James Harris
**OPEN A**
Jason Cater
Corey Parlin
Cecil Kelly
Shannon Hayes
**VET**
David Russell
Chris Ellis
James Dykeman
Kirk Gilchrist
Bob Gregg
**OPEN SR**
David Hartlage
Bruce Gill
James McDowell
Jim Lovas
Carl McDaniel
**4-STRK**
Curt Reno
John Lang
**LT TRL**
Brandon Whitis
Shelby Gill
Brad Wethington
Gary Bisang
Ian Baum
**HVY TRL**
Matt Little
Rob Moss
Chris Lovas
Mike Murphy
David Siebert

**Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.**

# California Trail Rides Presents the

# 1999 CYCLE NEWS® Dual Sport Jamboree

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Clayton Memorial Foundation

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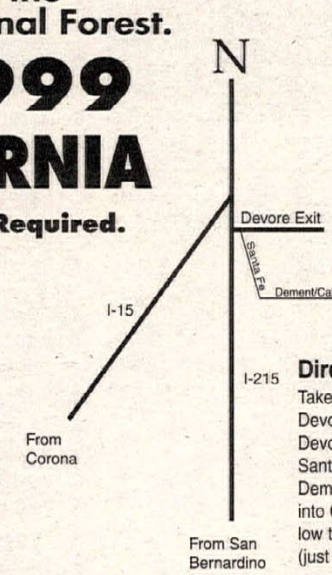
**An AMA D-37 Dual Sport Adventure starting in the Devore/Glen Helen area of the San Bernardino National Forest.**

## Sunday, October 3, 1999
## SAN BERNARDINO, CALIFORNIA

**Open to Street Legal Dual Sport Bikes Only. Spark Arrestor Required.**

### Course Description:

A 100+ mile dual-sport loop through the beautiful San Bernardino National Forest in the Lake Silverwood/Lake Arrowhead area with "harder" sections for the more experienced riders. A great ride for novice and experienced riders alike!
Come up and enjoy the entire weekend.
NEW START/FINISH LOCATIONS. We'll be staying and starting at the KOA campground in Devore (see map). Water, bathrooms, showers and hookups available. Special camping rates for this event ($19 a night for trailers/motorhomes/vans, $6 a night per person for tenters). When making reservations call (909) 887-4098, be sure to mention you are with the dual sport ride.
And don't forget our famous Saturday night Chili Feast courtesy of Cycle News as well as Sunday morning breakfast courtesy of Fineline Motosports.
No unlicensed, non-street legal motorcycle riding allowed.
Start time for the Cycle News Dual sport Jamboree is 7:00 am to 8:30 am Sunday October 3, 1999.
Roll charts provided, bring a roll chart holder as navigation is by mileage.




**Directions:**
Take I-215 North, exit Devore, turn right on Devore, turn Right on Santa Fe, then left on Dement which turns into Cable Canyon, follow to KOA (just follow signs)

**FREE**
**Chili Feast & Breakfast**
Free Chili Feast on Saturday Night for all entrants, courtesy of Cycle News. Free Breakfast Sunday morning, hosted by FINELINE MOTOSPORTS. Entry also includes T-shirt and chance to win prizes donated by our generous sponsors.
Chili Feast served from 5pm-7pm.

### Entries are limited! Mail Entry Recommended

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**Post:** $40 Free passenger entry does not include t-shirt, but can be purchased for just $8.00.

**Send Entry with Name, Address, and ONE SELF-ADDRESSED, STAMPED ENVELOPE to:**

**California Trail Rides**
**2341 W. Carol Drive**
**Fullerton, CA 92833**
**INFO: (714) 992-9291**
**E-Mail: dualies@yahoo.com**

NAME _____
ADDRESS _____
CITY _____ STATE _____
ZIP _____
PHONE NUMBER ( ) _____ BIKE MAKE _____ CC _____
T-SHIRT SIZE (circle) _____ Sm Med Lg XL XXL

CTR USE ONLY
Rider # _____ (Rider) (Pass)
T-Shirt _____ Amt. Paid$ _____

I understand that my street licensed motorcycle must comply with all California motor vehicle equipment laws. Motorcycles must have current registration, meet sound requirements, carry liability insurance and be equipped with SPARK ARRESTOR, turn signals, horn, mirror, etc.

SIGNATURE _____

In addition to entered riders, approximately how many extra members of your group will be attending the dinner? _____

IS THIS YOUR FIRST DUAL SPORT RIDE? ❑ YES ❑ NO

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# 1999 Championship Point Standings

## ROAD RACING

**FIM 500cc World Championship Road Racing Series**
**(After 13 of 15 rounds):**

1. Alex Criville (Hon), Spain (219/7 wins)
2. Kenny Roberts Jr. (Suz), Modesto, CA (173/3 wins)
3. Tadayuki Okada (Hon), Japan (164/2 wins)
4. Sete Gibernau (Hon), Spain (114)
5. Max Biaggi (Yam), Italy (109)
6. Tetsuya Harada (Apr), Japan (94)
7. John Kocinski (Hon), Modesto, CA (90)
8. Carlos Checa (Yam), Spain (89)
9. Norick Abe (Yam), Japan (88)
10. Alex Barros (Hon), Brazil (84)

*PASCAL PICOTTE*

**FIM 250cc World Championship Road Racing Series**
**(After 13 of 15 rounds):**

1. Valentino Rossi (Apr), Italy (218/6 wins)
2. Tohru Ukawa (Hon), Japan (192/2 wins)
3. Loris Capirossi (Hon), Italy (172/3 wins)
4. Shinya Nakano (Yam), Japan (162)
5. Stefano Perugini (Hon), Italy (117)
6. Franco Baitani (Apr), Italy (107)
7. Ralf Waldmann (Apr), Germany (106)
8. Jeremy McWilliams (Apr), England (83)
9. Sebastien Porto (Yam), Italy (58)
10. Jason Vincent (Hon), England (52)

**FIM 125cc World Championship Road Racing Series**
**(After 11 of 15 rounds):**

1. Emilio Alzamora (Hon), Spain (170/1 win)
2. Masao Azuma (Hon), Japan (167/4 wins)
3. Marco Melandri (Hon), Italy (140)
4. Noboru Ueda (Hon), Japan (130)
5. Arnaud Vincent (Apr), France (119/1 win)
6. Roberto Locatelli (Apr), Italy (118/2 wins)
7. Gianluigi Scalvini (Apr), Italy (91)
8. Simone Sanna (Hon), Italy (83)
9. Lucio Cecchinello (Hon), Italy (80)
10. Gino Borsoi (Apr), Italy (53)
    Yoich Ui (Der), Japan (53)

**FIM World Superbike Championship Series**
**(After 12 of 13 rounds):**

1. Carl Fogarty (Duc), England (456/11 wins)
2. Troy Corser (Duc), Australia (351/3 wins)
3. Colin Edwards II (Hon), Conroe, TX (347/5 wins)
4. Aaron Slight (Hon), New Zealand (320)
5. Akira Yanagawa (Kaw), Japan (267)
6. Pier-Francesco Chili (Suz), Italy (233/2 wins)
7. Noriyuki Haga (Yam), Japan (179/1 win)
8. Gregorio Lavilla (Yam), Spain (154)
9. Katsuaki Fujiwara (Suz), Japan (119)
10. Vittoriano Guareschi (Yam), Italy (99)

**AMA MBNA Superbike Series**
**(After 13 of 13 rounds):**

1. Mat Mladin (Suz), Australia (361/1 win)
2. Ben Bostrom (Duc), Granada Hills, CA (351/1 win)
3. Anthony Gobert (Duc), Australia (315/5 wins)
4. Doug Chandler (Kaw), Salinas, CA (307/2 wins)
5. Larry Pegram (Duc), Baltimore, OH (283/1 win)
6. Jason Pridmore (Suz), Ventura, CA (243)
7. Eric Bostrom (Hon), Granada Hills, CA (237)
8. Aaron Yates (Kaw), Milledgeville, GA (234)
9. Jamie Hacking (Yam), Boiling Springs, SC (230)
10. Steve Crevier (Suz), Canada (220)

**AMA Pro Honda Oils 600cc Supersport Series**
**(After 13 of 13 rounds):**

1. Nicky Hayden (Hon), Owensboro, KY (372/5 wins)
2. Tommy Hayden (Yam), Owensboro, KY (364/3 wins)
3. Kurtis Roberts (Hon), Frederick, MD (300/1 win)
4. Jamie Hacking (Yam), Boiling Springs, SC (285/2 wins)
5. Aaron Yates (Kaw), Milledgeville, GA (267)
6. Josh Hayes (Suz), Gulfport, MS (267)
7. Steve Crevier (Suz), Canada (262)
8. Steve Rapp (Suz), Lafayette, CA (236)
9. Eric Bostrom (Yam), Granada Hills, CA (226)
10. Jason Pridmore (Suz), Ventura, CA (221)

**AMA Lockhart Phillips USA 750cc Supersport Series**
**(After 11 of 11 rounds):**

1. Tom Kipp (Suz), Chardon, OH (344/6 wins)
2. Jake Zemke (Suz), Paso Robles, CA (288)
3. Jimmy Moore (Suz), Eugene, OR (274)
4. Grant Lopez (Suz), Chickasaw, AL (252/2 wins)
5. Mario DuHamel (Suz), Canada (247)
6. James Randolph (Suz), Santa Rosa, CA (234)
7. Jamie Bowman (Suz), Tequesta, FL (228)
8. Tommy Hayden (Yam), Owensboro, KY (214/1 win)
9. Brian Parriott (Hon), Calistoga, CA (186)
10. Richard Alexander Jr. (Suz), Carmel, NY (183)

**AMA Mazda Trucks 250cc Grand Prix Series**
**(After 10 of 11 rounds):**

1. Chuck Sorensen (Yam), San Jose, CA (308/6 wins)
2. Derek King (Hon), Charleston, SC (237/1 win)
3. Chris Ulrich (Yam), Lake Elsinore, CA (222)
4. Quenni King (Yam), Miami, FL (208)
5. Edwards Sorbo (Yam), Redlands, CA (183)
6. Jeff Vos (Yam), Holland, MI (179)
7. John France (Hon), West Melbourne, FL (176)
8. Greg Esser (Yam), Pompano Beach, FL (173)
9. Roland Quintero (Hon), Los Angeles, CA (169)
10. Bruce Lind (Yam), Snohomish, WA (136)

**AMA Sunoco Race Fuels Formula Xtreme Series**
**(After 12 of 12 rounds):**

1. Kurtis Roberts (Hon), Frederick, MD (298/3 wins)
2. Nicky Hayden (Hon), Owensboro, KY (280/6 wins)
3. Josh Hayes (Suz), Gulfport, MS (253)
4. Mark Miller (Yam), Long Beach, CA (241)
5. Grant Lopez (Suz), Mobile, AL (231)
6. Rad Greaves (Suz), Ann Arbor, MI (165)
7. Steve Grigg (Kaw), Asheville, NC (162)
8. Clint Brotz (Yam), Sheboygan, WI (148)
9. Takahito Mori (Yam), Lewisville, TX (140)
10. Paul Harrell (Yam), Canyon Country, CA (133)

**AMA Progressive Insurance Pro Thunder Series**
**(After 11 of 11 rounds):**

1. Shawn Conrad (Duc), Sheboygan Falls, WI (319)
2. Shawn Higbee (Bue), Waterford, WI (286/3 wins)
3. Tom Hull (Duc), Mesa, AZ (244)
4. Bill St. John (Duc), Cullman, AL (237)
5. Cory Call (Duc), Sacramento, CA (231/1 win)
   Jeffrey Nash (Duc), Mansfield, TX (231)
7. Billy Graef (Bue), Sheboygan, WI (208)
8. James Lickwar (Tri), San Francisco, CA (185)
9. Richie Morris (Bue), Daytona Beach, FL (160)
10. Michael Gage (Tri), Baldwin Place, NY (153)

## MOTOCROSS

**AMA Mazda Trucks 250cc National Motocross Series**
**(After 12 of 12 rounds):**

1. Greg Albertyn (Suz), South Africa (477/3 wins)
2. Kevin Windham (Hon), Ethel, LA (448/4 wins)
3. Mike LaRocco (Hon), South Bend, IN (406/1 win)
4. Ezra Lusk (Hon), Bainbridge, GA (347/1 win)
5. Jimmy Button (Yam), Lake Elsinore, CA (328/1 win)
6. Doug Henry (Yam), Oxford, CT (314/1 win)
7. John Dowd (Yam), Chicopee, MA (298)
8. Larry Ward (Suz), Florence, SC (296)
9. Robbie Reynard (Suz), Norman, OK (274)
10. Tim Ferry (Yam), Largo, FL (264)

**AMA Mazda Trucks 125cc National Motocross Series**
**(After 12 of 12 rounds):**

1. Ricky Carmichael (Kaw), Havana, FL (549/9 wins)
2. Brock Sellards (Hon), New Philadelphia, OH (396/1 win)
3. Tallon Vohland (Hon), Citrus Heights, CA (390/1 win)
4. Nick Wey (Kaw), Dewitt, MI (328/1 win)
5. Nathan Ramsey (Kaw), Corona, CA (280)
6. Stephane Roncada (Yam), Menifee, CA (270)
7. Michael Brandes (Suz), Quail Valley, CA (249)
8. Ernesto Fonseca (Yam), Costa Rica (246)
9. Casey Johnson (Yam), Murrieta, CA (231)
10. Casey Lytle (Yam), Santa Clarita, CA (211)

**Toyota Truck/Thor/Parts Unlimited AMA Supercross Series**
**(After 16 of 16 rounds):**

1. Jeremy McGrath (Yam), Menifee, CA (356/8 wins)
2. Ezra Lusk (Hon), Bainbridge, GA (273/5 wins)
3. Mike LaRocco (Hon), South Bend, IN (267)
4. Mickael Pichon (Hon), France (244)
5. Larry Ward (Suz), Florence, SC (240/1 win)
6. Damon Huffman (Kaw), Acton, CA (203)
7. Kevin Windham (Hon), Baton Rouge, LA (166/2 wins)
8. Tim Ferry (Yam), Largo, FL (162)
   Greg Albertyn (Suz), South Africa (162)
10. Robbie Reynard (Suz), Norman, OK (155)

**AMA Western Regional 125cc Supercross Series**
**(After 8 of 8 rounds):**

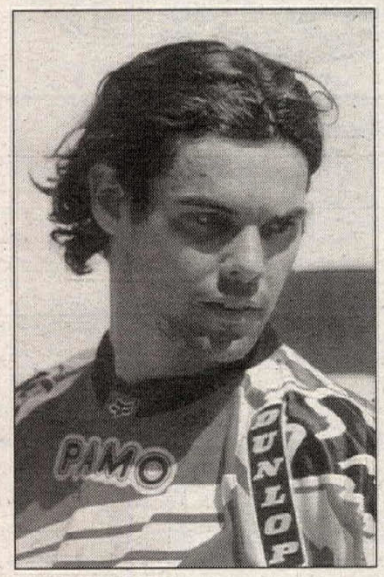
1. Nathan Ramsey (Kaw), Corona, CA (170/5 wins)
2. Casey Lytle (Yam), Saugus, CA (164)
3. Isaiah Johnson (Yam), Albuquerque, NM (112)
4. David Pingree (Suz), Menifee, CA (104/1 win)
5. Michael Brandes (Suz), Quail Valley, CA (103)
6. Ryan Clark (Kaw), Albuquerque, NM (100)
7. Casey Johnson (Yam), Murrieta, CA (94/2 wins)
   Greg Schnell (Yam), Rancho Cucamonga, CA (94)
9. Travis Preston (Suz), Hesperia, CA (80)
10. Erick Vallejo (Kaw), Mexico (78)

**AMA Eastern Regional 125cc Supercross Series**
**(After 7 of 7 rounds):**

1. Ernesto Fonseca (Yam), Costa Rica (172/6 wins)
2. Nick Wey (Kaw), Dewitt, MI (119)
3. Robbie Horton (Hon), Blountville, TN (103)
4. Brock Sellards (Hon), New Philadelphia, OH (98/1 win)
5. Danny Smith (Hon), Eagle, ID (88)
6. Jim Neese (Yam), Greensboro, NC (79)
7. Jiri Dostal (Suz), Quail Valley, CA (77)
8. Joseph Oehlhof (KTM), Wapakoneta, OH (73)
9. Jason Thomas (Yam), Melrose, FL (67)
10. Kelly Smith (KTM), Ludington, MI (66)

**FIM 125cc World Championship Series**
**(After 12 of 13 rounds):**

1. Alessio Chiodi (Hus), Italy (375/7 wins)
2. Claudio Federici (Yam), Italy (342/2 wins)
3. Mike Brown (Hon), Piney Flats, TN (234)
4. James Dobb (Suz), Great Britain (187)
5. Thomas Traversini (Hus), Italy (184)
6. Steve Ramon (Kaw), Belgium (166)
7. Patrick Caps (Hon), Belgium (155)
8. Jeff Dement (Hon), Spring, TX (127)
9. Grant Langston (KTM), Russia (113/1 win)
10. Luigi Seguy (Hon), France (98)



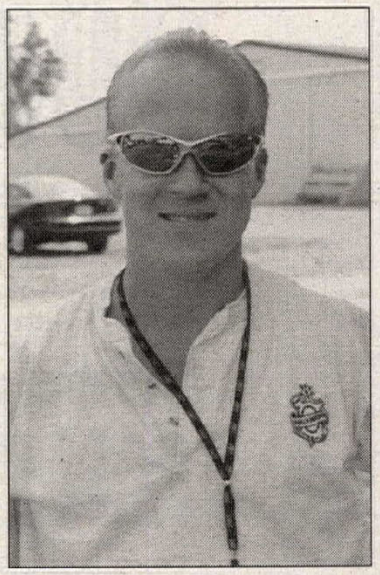

*RYAN HUGHES*

**FIM 250cc World Championship Series**
**(After 16 of 16 rounds):**

1. Frederic Bolley (Hon), France (442/4 wins)
2. Pit Beirer (Kaw), Germany (424/2 wins)
3. David Vullemin (Yam), France (379/1 win)
4. Ryan Hughes (Hon), Temecula, CA (375)
5. Marnicq Bervoets (Kaw), Germany (278/3 wins)
6. Mickael Maschio (Yam), France (265)
7. Joshua Coppins (Suz), New Zealand (257)
8. Leon Geisbers (Suz), Holland (188)
9. Remy Van Rees (Kaw), Netherlands (164)
10. Alessandro Belometti (Yam), Italy (124)

**FIM 500cc World Championship Series**
**(After 11 of 13 rounds):**

1. Andrea Bartolini (Yam), Italy (316/2 wins)
2. Peter Johansson (KTM), Sweden (257/2 wins)
3. Yves Demaria (Hus), France (219/1 win)
4. Joel Smets (Hbg), Belgium (215/3 wins)
5. Alessandro Puzar (Yam), Italy (173)
6. Francisco Garcia Vico (Yam), Spain (166)
7. Shayne King (KTM), New Zealand (164)
8. Miska Altonen (Yam), Finland (153)
9. Chris Burnham (Hon), England (121)
10. Trampas Parker (KTM), USA (118)



*CHRIS CARR*

## DIRT TRACK

**AMA Grand National Dirt Track Series**
**(After 17 of 19 rounds):**

1. Chris Carr (H-D), Fleetwood, PA (295/5 wins)
2. Rich King (H-D), Dysart, IA (242/4 wins)
3. Scott Parker (H-D), Swartz Creek, MI (194/1 win)
4. Will Davis (H-D), Goldsboro, NC (184/2 wins)
5. Joe Kopp (H-D), Mica, WA (166/1 win)
6. Bryan Bigelow (H-D), Au Gres, MI (154)
7. Jay Springsteen (H-D), Lapeer, MI (151/1 win)
8. George Roeder II (H-D), Monroeville, OH (145)
9. Nicky Hayden (H-D), Owensboro, KY (115/1 win)
10. Kevin Varnes (H-D), New Holland, PA (114)

**AMA SuperTrapp SuperTracker Series**
**(After 8 of 9 rounds):**

1. Joe Kopp (Suz), Mica, WA (146/5 wins)
2. Steve Morehead (Suz), Findlay, OH (129/1win)
3. J.R. Schnabel (Suz), West Bend, WI (119/2 wins)
4. Mike Hacker (H-D), Prince George, VA (75)
5. Brett Landes (Duc), Los Gatos, CA (73)
6. Brian Kromroy (Bue), Madison, WI (65)
7. Roy Miller (H-D), New Holland, PA (64)
8. Robert Miller (Suz), New Holland, PA (62)
9. Robert Buffington (Suz), Prairie Du Chien, WI (56)
10. Gary Rogers (H-D), San Jose, CA (53)

**AMA Harley-Davidson Sportster Performance Series**
**(After 12 of 14 rounds):**

1. Willie McCoy, Richardson, TX (175/3 wins)
2. Shaun Russell, San Jose, CA (172/2 wins)
3. Billy Martin, Stockton, CA (133/1 win)
4. Gary Rogers, San Jose, CA (131/2 wins)
5. Robert Miller, New Holland, PA (101)
6. James Hart, Sandoval, IL (91)
7. Paul Bergstrom, San Mateo, CA (86)
8. Nate Wait, Lodi, CA (72)
9. Jess Roeder, Monroeville, OH (62)
10. Yuhiko Hirao, Japan (59)
    Brian Kromroy, Madison, WI (59)

## OFF ROAD

**AMA National Championship Hare Scrambles Series**
**(After 7 of 9 rounds):**

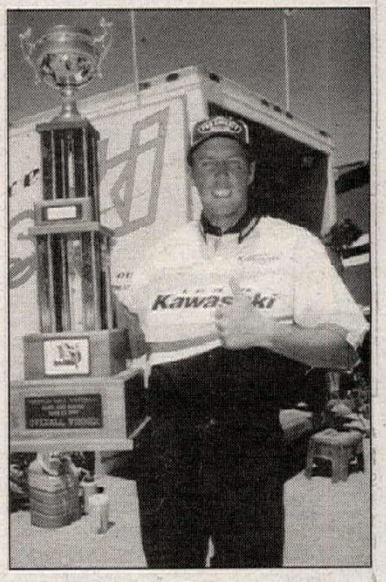
1. Doug Blackwell (Yam), Parkersburg, WV (161/3 wins)
2. Brian Garrahan (KTM), Boulder Creek, CA (151/2 wins)
3. Patrick Garrahan, Boulder Creek, CA (72)
4. Scott D. McLaughlin (Yam), Sedro Woolley, WA (69)
5. Erik Kohler (Yam), Sacramento, CA (67)
6. Shane Watts (KTM), Australia (55/1 win)
7. Craig Wesner (Kaw), Windsor, CA (50)
8. Michael Lafferty (KTM), Millville, NJ (44/1 win)
9. Eric Ducray (Yam), Sacramento, CA (37)
10. Jim Jarrett (Kaw), Minerva, OH (34)

**AMA Acerbis National Enduro Series**
**(After 13 of 15 rounds):**

1. Ty Davis (Yam), Hesperia, CA (317/4 wins)
2. Michael Lafferty (KTM), Millville, NJ (247/2 wins)
3. Randy Hawkins (Yam), Travelers Rest, SC (183)
4. Destry Abbott (Kaw), Peoria, AZ (171)
5. Brian Garrahan (KTM), Boulder Creek, CA (126)
6. David Lykke (Yam), Bellingham, WA (121)
7. Fred Andrews (Kaw), Salem, OH (106/1 win)
8. Matt Stavish (Hon), Blaine, MN (96)
9. Russell Pearson (KTM), Las Vegas, NV (94)
10. Doug Blackwell (Yam), Parkersburg, WV (91/1 win)

**AMA Grand National Cross Country Series**
**(After 9 of 13 rounds):**

1. Rodney Smith (Suz), Oakley, CA (152/2 wins)
2. Steve Hatch (Suz), Phoenix, AZ (136)
3. Fred Andrews (Kaw), Salem, OH (125)
4. Barry Hawk Jr. (Yam), Uniontown, PA (111)
5. Shane Watts (KTM), Australia (99/4 wins)
6. Michael Lafferty (KTM), Millville, NJ (89)
   Paul Edmondson (Suz), England (89)
8. Robbie Jenks (Yam) (88)
9. Joel Dengler (Suz), NJ (82)
10. Doug Blackwell (Yam), Parkersburg, WV (79)




*DESTRY ABBOTT*

**AMA National Championship Hare & Hound Series**
**(After 3 of 7 rounds):**

1. Brian Brown (Kaw), Nampa, ID (80/1 win)
2. Destry Abbott (Kaw), Peoria, AZ (55/1 win)
3. Ty Davis (Yam), Hesperia, CA (51/1 win)
4. Dan Richardson (Kaw), Fountain Valley, CA (45)
5. Russ Pearson (KTM), Las Vegas, NV (43)
6. Shane Esposito (Kaw), Reno, NV (42)
7. Oakley Lehman (Kaw), Sunland, CA (34)
8. Jeff Capt (Kaw), Lakewood, CA (29)
9. Abe Baumann (Kaw), Garden Grove, CA (22)
10. Steve Hengeveld (Kaw), Oak Hills, CA (21)

**AMA National Championship Observed Trials Series**
**(After 9 of 11 rounds):**

1. Tommi Ahavla (G-G), Kansas City, MO (210/7 wins)
   Geoff Aaron (Bet), Alpine, CA (210)
3. Raymond Peters (G-G), Beaver Dams, NY (202/2 wins)
4. Ryon Bell (Mon), Canada (188)
5. Travis Fox (G-G), Montoursville, PA (123)
6. Dennis Sweeten (Mon), Oregon City, OR (110)
7. Dan Johnson (Bul), Canada (105)
8. Chris Bardell (G-G), Millertown, PA (93)
9. Lonney Hallsted (G-G), Vancouver, WA (29)

# Calendar

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## WORLD CHAMPIONSHIP EVENTS

**FIM World Championship Road Racing Series**
9/19 Valencia, Spain, Rnd 13
10/3 Phillip Island, Australia, Rnd 14
10/10 Welkom, South Africa, Rnd 15
10/24 Rio de Janeiro, Brazil, Rnd 16
10/31 Buenos Aires, Argentina, Rnd 17
Info: 011/41-22-950-9500

**FIM World Superbike Series**
10/10 Sugo, Japan, Rnd 13
Info: 011/41-22-950-9500

**FIM Motocross des Nations**
9/26 Indaiatuba, Brazil

**FIM World Individual Speedway C'ship Grand Prix Series**
9/25 Vojens, Denmark, Rnd 6
10/10 Lonigo, Italy
(Grand Prix Challenge)

**FIM Trial World C'ship Series**
9/26 Ettelbruck-Warken, Luxembourg

**AHRMA Pacific Crown Regional Road Race Series**
9/18 Park City, UT

**AHRMA Mid-Atlantic Vintage Motocross Series**
10/17 Elizabeth, NC
Info: 703/707-8692 or www.vintagemx.com

**AHRMA Midwest Regional Motocross Series**
9/25 Peoria, IL
10/2 Denmark, WI
10/23 Casey, IL
Info: 515/253-0190 or braken@worldnet.att.net

**AHRMA Northwest Regional Motocross Series**
10/3 Madras, OR
10/17 Hollister, CA
11/7 Tulare, CA
Info: 408/663-4014 or mlight@mbay.net

**AHRMA Northwest Lumberjack Motocross Series**
10/3 Madras, OR
Info: 408/663-4014 or mlight@mbay.net

**AHRMA Southeast Regional Motocross Series**
9/19 Macon, GA
10/31 Edgefield, SC
10/30 Marshfield, MO
Info: 417/859-4158

**AHRMA Michigan MX Series**
9/19 Marlette, MI
10/3 Bloomingdale, MI
10/17 Buchanan, MI
Info: 248/620-1926

**AHRMA Vintage MX Series**
9/19 Hawk Point, MO
10/17 Jonesboro, IL
11/7 Greenwood, MO
Info: 816/767-8641

**AHRMA VMX Northeast Regional MX Series**
9/25 Binghamton, NY
10/9 Clifford, PA
10/23 Hawley, PA
Info: 914/429-9465 or http://www.vintagemx.com

**EVO Sports Vintage MX Series**
9/26 Tyler, TX
10/3 Lake Whitney, TX
10/17 Tyler, TX
11/7 Tyler, TX
11/21 Beaumont, TX
12/5 Lake Jackson, TX
12/19 Houston, TX
Info: 281/265-1412

**VDTRA/All-Stars Flat Track Racing Series**
9/18 Ruidoso, NM

## NATIONAL CHAMPIONSHIP EVENTS

**2000 AMA EA Sports Supercross Series**
1/8 Anaheim, CA
1/15 Anaheim, CA
1/22 San Diego, CA
1/29 Phoenix, AZ
2/5 Houston, TX
2/12 Indianapolis, IN
2/19 Pontiac, MI
2/26 Atlanta, GA
3/11 Daytona, FL
3/18 St. Louis, MO
3/25 Minneapolis, MN
4/1 Pontiac, MI
4/8 Irvin, TX
4/15 New Orleans, LA
4/29 Joliet, IL
5/6 Las Vegas, NV

**2000 AMA National MX Series**
5/14 San Bernardino, CA
5/21 Sacramento, CA
5/28 Mount Morris, PA
6/11 Southwick, MA
6/18 Budds Creek, MD
7/2 Buchanan, MI
7/16 New Berlin, NY
7/23 Troy, OH
7/30 Washougal, WA
8/13 Millville, MN
8/27 Binghamton, NY
9/3 Delmont, PA

**AMA Drag Specialties Grand National Dirt Track Series**
10/2 Las Vegas, NV, Rnd 21
10/10 Del Mar, CA, Rnd 22
Info: 614/856-1900

**AMA Acerbis National Enduro Series**
9/26 New Waverly, TX, Rnd 13
10/31 Delaware City, DE, Rnd 14
Info: 614/856-1900

**AMA National Hare & Hound Series**
10/9 Wendover, NV, Rnd 6
10/24 Lucerne Valley, CA, Rnd 7
Info: 614/856-1900

**AMA National Hare Scrambles Series**
10/3 Lynnville, IN, Rnd 9
Info: 614/856-1900

**AMA Grand National Cross Country Series**
9/25-26 Mount Morris, PA, Rnd 11
10/9-10 Lisbon, OH, Rnd 12
10/23-24 Crawfordsville, IN, Rnd 13
Info: 304/284-0084

**AMA Prostar National Drag Racing Series**
11/12-14 Gainesville, FL, Rnd 8
Info: 256/852-1101

**AMA Western Four-Stroke National MX Series**
9/25-26 Lakewood, CO
10/23-24 Phoenix, AZ
Info: 503/708-8486 or 503/699-5935 or http://www.4strokenationals.com

**PACE Arenacross Series**
11/5-7 Des Moines, IA
11/12-14 Albany, NY
11/19-21 Worcester, MA
12/3-5 Rockford, IL
1/7-9 Fort Worth, TX
1/14-16 Guthrie, OK
1/21-23 Baltimore, MD
1/28-30 Hampton, VA
2/4-6 Uniondale, NY
2/11-13 Milwaukee, WI
2/18-20 Denver, CO
2/25-27 Sacramento, CA
3/3-5 Salt Lake City, UT
3/10-12 San Jose, CA
3/17-19 Nampa, ID
3/24-26 Tacoma, WA
3/31-4/4 Reno, NV
Info: 817/246-7400 or www.arenacross.com

**AHRMA/Progressive Suspension Historic Cup Road Race Series**
9/18 Park City, UT
10/2-3 Talladega, AL
10/23-24 Kershaw, SC
Info: 715/842-9699

**AHRMA/Speed & Sport Vintage Motocross Series**
9/19 Park City, UT
9/25 Peoria, IL
10/17 Hollister, CA
11/7 Tulare, CA
Info: 715/842-9699

**AHRMA/Classic Bike Magazine Dirt Track Series**
9/17 Heber, UT
9/24 Peoria, IL
9/26 Peoria, IL
10/9 Del Mar, CA
Info: 715/842-9699

**AHRMA/Speed & Sport Vintage Trials Series**
9/16 Park City, UT
9/26 Peoria, IL
10/2 Dickson, TN
10/9 White City, IL
10/16 Hollister, CA
10/30 Monroe, GA
Info: 715/842-9699

**AHRMA National GP Series**
10/3 San Bernardino, CA
10/10 White City, IL
10/24 Casey, IL
12/19 Brentwood, CA
Info: 715/842-9699

**AHRMA Dixie Cup Regional Road Race Series**
10/2-3 Talladega, AL
10/23-24 Kershaw, SC
11/14 Reddick, FL
Info: 770/979-8310 or kavula_m@mercer.edu

**AHRMA Southeast Regional Trials Series**
9/18 Macon, GA
10/2-3 Dickson, TN
10/31 Monroe, GA
Info: 334/826-1969

**AHRMA H&H KTM Southeast GP Series**
9/18 Macon, GA
10/3 Lookout Mountain, GA
Info: 770/979-8310 or kavula_m@mercer.edu

**AHRMA Southwest Regional Motocross Series**
10/3 Perris, CA
11/7 Tulare, CA
11/21 Phoenix, AZ
Info: 714/965-0660

**AHRMA Western Regional Dirt Track Series**
10/2 Maderas, OR
10/8 Barona, CA
10/23-24 Tulare, CA
Info: 818/992-5343

**AHRMA Western Regional Trials Series**
9/16 Park City, UT
10/16 Hollister, CA
Info: 916/967-0262

**AHRMA/Eldorado Cycle Midwest Trials Series**
10/9 White City, IL
10/16 Jonesboro, IL
9/19 Ruidoso, NM
Info: 719/541-2741

**Mid-East Hare Scrambles Series**
9/19 Greer, SC
10/3 Belwood, NC
10/31 Morganton, NC
11/7 Grover, NC
Info: 704/937-9177 or 704/484-9000

**SETRA Championship Hare Scrambles Series**
9/19 Hemingway, SC, Rnd 1
9/26 Knoxville, TN, Rnd 2
10/17 Greensboro, GA, Rnd 3
10/31 Union, SC, Rnd 4
11/14 Bybee, TN, Rnd 5
11/28 Wedgefield, SC, Rnd 6
12/5 Washington, GA, Rnd 7
Info: 888/775-9377 or 770/707-0615

**Best In The Desert Racing Association Silver State Series**
9/30-10/3 Las Vegas, NV, Rnd 4
12/3-5 Pahrump, NV, Rnd 5
Info: 702/457-5775 or http://www.bitd.com

**District 36 Northern California Enduro Series**
10/17 Stonyford, CA, Rnd 6
10/24 Elkins Flat, CA, Rnd 7
10/31 Redding, CA, Rnd 8
11/6 Upper Lake, CA, Rnd 9
11/14 Stonyford, CA, Rnd 10
Info: 925/458-9867

**District 36 Family Enduro Series**
11/7 Foresthill, CA, Rnd 2
11/21 Springs, CA, Rnd 3
Info: 925/458-9867


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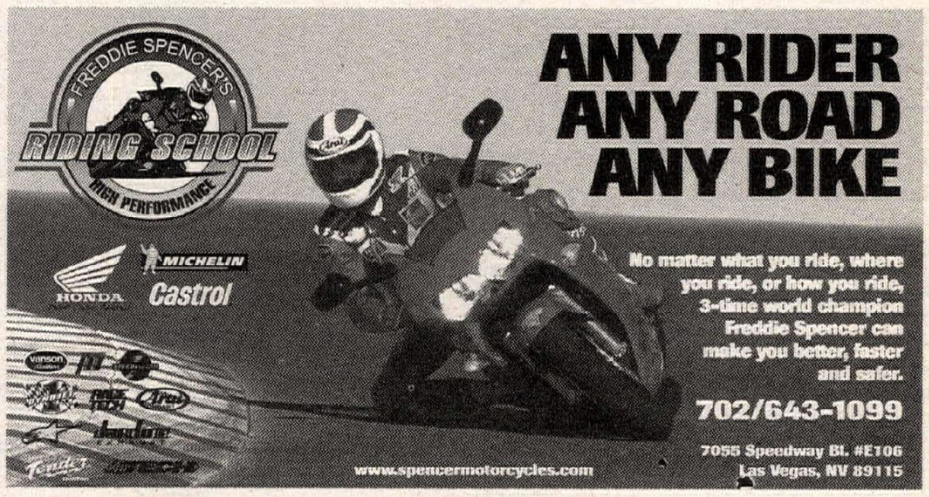



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Sun Oct. 3 GFI Fall Series Rd. 4 Hollister Hills GP Track Hollister, CA
Sun Oct. 10 GFI Fall Series Rd. 5 Carnegie Cycle Park Livermore, CA
Sun Oct. 17 Oatfield Raceway Turlock, CA
Sun Oct. 24 GFI Fall Showdown Glen Helen San Bernardino, CA

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### Mid-Atlantic Vintage Trials
10/3 Williamsport, PA
10/30 Middletown, PA
Info: 410/775-7209

### 100cc Vintage Flat Track Club Series
9/18 Thornville, OH
9/25 Thornville, OH
10/2 Thornville, OH
10/16 Thornville, OH
Info: 740/929-4229

### STRA Championship Series
10/2-3 Dickson, TN
10/9-10 Monroe, GA
10/23-24 Sequatchie, TN
11/6-7 Clermont, GA
12/4-5 Millerville, AL
Info: www.avana.net/~japi/stra/index.html

### Budweiser ISRA Speedway Series
9/19 Missoula, MT
9/24 Meridian, ID
10/1 Spokane, WA
10/3 Missoula, MT
Info: 208/756-2548 or 208/769-2005

### KORR Hare Scrambles Series
10/3 Sterling, KS
11/14 Marion, KS
11/21 Wichita, KS
Info: 316/942-6527

### KORR Fall Motocross Series
9/19 Marion, KS
9/26 Inman, KS
10/10 Wichita, KS
10/24 Marion, KS
11/7 Beaver, KS
12/12 Sterling, KS
Info: 316/942-6527

### CMC Trans-Cal MX Nationals
**South**
9/26 Victorville, CA, Rnd 2
10/3 Palmdale, CA, Rnd 3
10/17 Piru, CA, Rnd 4
**Final Showdown**
10/23-24 Marysville, CA
Info: 949/367-1141

### KTMXA Motocross Series
9/18 Paris, TN
9/26 Draffenville, KY
10/2 Paris, TN
10/10 Draffenville, KY
10/16 Murray, KY
10/24 Milan, TN
10/31 White Plains, KY
Info: 901/642-0511

### GNC Top Texan Series
9/26 Alvord, TX
10/3 Ft. Worth, TX
10/17 Ft. Worth, TX
10/24 Alvord, TX
11/21 Ft. Worth, TX
Info: 214/351-9900 or www.gncmx.com

### The Motorcycle Stuff 9th Annual Tennessee State Stadia-Cross C'ship Series
9/18 Paris, TN
10/2 Paris, TN
10/9 Paris, TN
Info: 901/642-0511

### International Old-Timers Motocross Series
9/18-19 Edmonton, AB, Canada, Rnd 9
10/30-31 Adelanto, CA, Rnd 10
Info: 253/840-0466 or http://www.seanet.com/~russr

### North American Sport Bike Series
10/22-24 Daytona Beach, FL
Info: 828/684-4297

### GFI Elsinore Grand Prix
11/13 Lake Elsinore, CA
11/14 Lake Elsinore, CA
Info: 909/653-4042

### GFI Fall Motocross Series
9/19 Moreno Valley, CA
9/26 San Bernardino, CA
10/10 Lake Elsinore, CA
10/24 San Bernardino, CA
Info: 909/653-4042

### Northwest Regional MX Series
10/3 Madras, OR, Rnd 10
10/17 Hollister, CA, Rnd 11
11/7 Tulare, CA, Rnd 12
Info: 408/663-4014

### Branson USA MX C'ship
10/1-3 Branson, MO
Info: 909/657-6834

### La Playa MX Grand Prix Series
10/3 Rosarito, BC, Mexico, Rnd 4
12/5 Rosarito, BC, Mexico, Rnd 5
Info: 011/52-661-22525 or http://www.toomuchfun.com.mx

### WERA National Endurance Road Race Series
9/19 College Station, TX, Rnd 9
9/25-26 Rosamond, CA, Rnd 10
TBA Braselton, GA, Rnd 11
Info: 770/924-8404

### WERA National Challenge Road Race Series
9/17-19 College Station, TX, Rnd 9
Info: 770/924-8404

### WERA Vintage Road Race Series
9/18-19 Faulkville, GA
9/25-26 Mount Meridian, IN
10/6-10 Braselton, GA*
Info: 770/924-8404

### WERA Sportsman Road Race Series
**North Central**
9/25-26 Mount Meridian, IN
**Mid-Central**
9/25-26 Mount Meridian, IN
**South Central**
9/17-19 College Station, TX
**Southeast**
9/18-19 Faulkville, GA
Info: 770/924-8404

### NETRA C'ship Enduro Series
9/19 Windsor, MA
10/17 Chester, CT
10/31 Brimfield, MA
11/7 West Stafford, CT
11/14 Central Village, CT
Info: 860/875-5757

### NETRA Championship Hare Scrambles Series
10/3 Sterling, CT
10/10 Assonet, MA
Info: 860/875-5757

### NETRA Turkey Run Series
9/26 Wrentham, MA
10/10 Winchendon, MA
10/24 Central Village, CT
Info: 860/875-5757

### NETRA Championship Junior Enduro Series
10/9 Assonet, MA
10/16 New Ashford, MA
10/30 Brimfield, MA
11/6 Winchendon, MA
Info: 860/875-5757

### Carolina Ultra Series
9/19 Danville, VA
10/30-31 Society Hill, SC
Info: 423/323-5497

### Rocky Mountain Enduro Circuit Series
11/14 Matador, TX
Info: 307/742-4136

### Missouri State MX Championship Series
9/19 Springfield, MO
10/10 Merwin, MO
10/24 Columbia, MO
Info: 417/887-3524

### Missouri Hare Scrambles Championship Series
9/19 Smithville, MO
10/10 Festus, MO
Info: 417/537-8406

### Michigan State Fair SX Series
9/18 Muskegon, MI
9/20 Centerville, MI
Info: 616/924-5778

### Missouri-Illinois Trials Association
10/10 White City, IL
11/7 Oakdale, IL
Info: 618/362-6568

### CMRRA 50cc/125cc C'ship Road Race Series
10/3 Palomar, CA
11/6-7 Rosamond, CA
12/3-5 Rosamond, CA
Info: 909/674-5357

### WSMC Road Race Series
9/18-19 Rosamond, CA, Rnd 9
10/16-17 Rosamond, CA, Rnd 10
11/20-21 Rosamond, CA, Rnd 11
12/18-19 Rosamond, CA, Rnd 12
Info: 805/256-1234

### West Coast Vintage Flat Track Series
9/19 Sacramento, CA
Info: 661/268-0105

### Galpin Ford Dual Sport Adventure Series
10/8-10 Mammoth Mountain, CA, Rnd 6
10/23-24 Hot Springs, CA, Rnd 7
11/21 Newhall, CA, Rnd 8
Info: 818/701-1913

### Desert Challenge Bikes & ATV Series
10/17 Sierra Vista, AZ
11/21 Globe, AZ
Info: 602/971-3730

### Trials Incorporated Championship Trials Series
9/18-19 Columbus, IN
10/3 Attica, IN
11/6-7 TBA
Info: 937/299-1501

### STTARS Super TT American Racing Series
**Triple Crown National Championship**
12/11 Bakersfield, CA
**Southwest**
12/11 Bakersfield, CA
12/12 Buttonwillow, CA
**Fall Stadium Series**
10/15-16 Bakersfield, CA
10/23 Irwindale, CA
12/11 Bakersfield, CA
Info: 949/768-4626 or http://www.supertt.com

### USCRA Vintage Series
9/27 Loudon, NH
Info: 603/226-5858 or uscra@aol.com

### USRA Desert Series
10/9 Wendover, UT
11/6 Grand Junction, CO
Info: 801/569-1998

### CCS/Florida State Motorcycle Roadracing Championship
9/25-26 West Palm Beach, FL
12/4-5 Homestead, FL*
*double points
Info: 828/684-4297 or http://www.ccsracing.com

### CCS/Mid-American Motorcycle Roadracing Championship
9/25-26 South Beloit, IL*
*double points
Info: 828/684-4297 or http://www.ccsracing.com

### CCS/Mid-Atlantic Motorcycle Roadracing Championship
9/18-19 Summit Point, WV
11/6-7 Kershaw, SC*
*double points
Info: 828/684-4297 or http://www.ccsracing.com

### CCS/New England Motorcycle Roadracing C'ship
10/2-3 Loudon, NH
Info: 828/684-4297 or http://www.ccsracing.com

### CCS/Southeastern U.S. Motorcycle Roadracing C'ship
11/6-7 Kershaw, SC*
*double points
Info: 828/684-4297 or www.ccsracing.com

### CCS/Southwestern U.S. Motorcycle Roadracing C'ship
10/9-10 Chandler, AZ
11/6-7 Buttonwillow, CA*
12/4-5 Chandler, AZ*
*double points
Info: 828/684-4297 or www.ccsracing.com

### CCS Race of Champions National Championship Finals
10/21-24 Daytona Beach, FL

### North American Sport Bike Series
10/21-24 Daytona Beach, FL
Info: 828/684-4297

### SRAC/Mazda Motocross Series
9/19 Colorado Springs, CO
Info: 307/638-2226

### KB Racing Promotions NorCal Championship MX Series
9/24 Sacramento, CA
10/8 Sacramento, CA
10/22 Sacramento, CA
Info: 916/682-6123 or www.jps.net/kbracing

### California Cross Motocross Summer Series
9/19 Sacramento, CA
Info: 916/782-8511 or www.californiacross.com

### Meadowlark Hare Scrambles Series
9/26 Amherst, OH
10/24 Amherst, OH
Info: 216/988-3133 or 216/988-9100

### CMRA Endurance Road Racing Series
9/17-19 College Station, TX
Info: 281/342-9032

### Southeastern Mini Roadracing Association Series
10/17 Concord, NC
11/17 Concord, NC
Info: 704/932-6179 or 704/784-1767

### MRAN Desert Series
9/18-19 Tonopah, NV
10/16-17 Jean, NV
10/30-31 Mercury, NV
11/20-21 Searchlight, NV
Info: 702/437-MRAN

### Southern California Flat Track Championship Series
9/18 Temecula, CA
10/9 Del Mar, CA
10/23 Temecula, CA
11/21 Temecula, CA
Info: 619/277-1591

### District 3 Eastern New York Sports Committee Dirt Track
9/18 Harpursville, NY
9/25 Harpursville, NY
9/26 Schenectady, NY
10/3 Harpursville, NY
10/10 Schenectady, NY
Info: 607/693-1031

### Honda Hills Outlaw Short Track Series
9/18 Thornville, OH
9/25 Thornville, OH
10/2 Thornville,OH
10/16 Thornville, OH
Info: 740/323-3766

### Southern Illinois Hare Scrambles Series
9/19 Jonesboro, IL
10/3 Belleville, IL
10/31 White City, IL
Info: 618/235-4777

### Virginia Championship Hare Scrambles Series
9/19 Middlebrook, VA
9/26 Martinsville, VA
10/10 Newport News, VA
10/24 Dillwyn, VA
11/7 Surry, VA
Info: 757/255-4620 or 540/980-0591

### ECEA C'ship Enduro Series
9/19 Brandonville, PA
9/26 New Lisbon, NJ
10/24 New Gretna, NJ
10/31 Delaware City, DE
Info: 717/865-0601

### ECEA Championship Hare Scrambles Series
10/3 Belle Plain, NJ
10/10 Budds Creek, MD
10/17 Mauricetown, NJ
11/7 Warren Grove, NJ
11/14 New Lisbon, NJ
Info: 717/865-0601

### ECEA Dual Sport Series
10/10 Indian Mills, NJ
11/21 Belle Plain, NJ
Info: 717/865-0601

### Unlimited Sports Florida Gold Cup Series
9/19 Gainesville, FL
9/26 Reddick, FL
10/3 Ocala, FL
10/10 Dade City, FL
10/17 Okeechobee, FL
10/24 Gainesville, FL
Info: 904/935-6872

### Unlimited Sports Florida Winter AM Series
1/1-2 Gainesville, FL
1/9 Reddick, FL
1/16 Ocala, FL
1/23 Dade City, FL
1/30 Gainesville, FL
Info: 904/935-6872

### Unlimited Sports Winter National Olympics
11/22-27 Gainesville, FL
Info: 904/935-6872

**SEPTEMBER**

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**OCTOBER**

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*Denotes Pro Payback

## Thur, Sept 23

WASHINGTON DIRT TRACK - Playfair, Joe Kopp Challenge AMA/Vintage, night race, Spokane. Info: 509/489-5023.

## Fri, Sept 24

* CALIFORNIA MOTOCROSS - KB Racing Promotions, night race, Fall Series, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

* CALIFORNIA SPEEDWAY - Speedway Motorcycle Races, Cycleland Speedway, Chico. Info: 530/342-0063.

IDAHO SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Meridian. Info: 208/756-2548 or 208/769-2005.

MICHIGAN MOTOCROSS - Milan Cycle City, night racing, Milan. Info: 734/439-7735 or 734/241-1600.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race. Info: 513/662-7759.

* OHIO MOTORCYCLE & QUAD RACE - CRA, Wayne County Speedway, Orrville. Info: 330/948-4613 or www.waynecountyspeedway.com.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

OREGON SHORT TRACK - Pat's Acres Speedway, Canby. Info: 503/284-2989.

WASHINGTON DIRT TRACK - Playfair, AMA Hot Shoe National, night race, Spokane. Info: 509/489-5023.

## Sept 25-26

ARIZONA DUAL SPORT - AMA, Desert Motorcycle Promotions, Prescott Valley, Prescott. Info: 623/465-0759 or desertmc1@aol.com.

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Countdown, Motel 6, Ridgecrest. Info: 818/348-8381 or district37ama.org.

CALIFORNIA OFF-ROAD JAMBOREE - Corva Southern Jamboree, Hungry Valley SVRA, Gorman. Info: 800/42-CORVA.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

IDAHO MOTOCROSS - Owyhee Motorcycle Club, White Knuckle Racing, Rnd 2, Optimist Park, Mountain Home. Info: 208/587-1297

INDIANA DUAL SPORT & TRAIL RIDE - Stoney Lonesome MC, Columbus. Info: 812/342-1150.

* MINESOTA SHORT TRACK - Flying Dutchmen Cycle Club, AMA, Brown County Fairgrounds, New Ulm. Info: 507/354-3447.

* TENNESSEE MOTOCROSS - Pro-Am Series, Rnd 14, AMA, Victory Sports, United States Mega Series, Smoke Mountain Express, Pigeon Forge. Info: 423/323-5497 or www.victory-sports.com.

## Sat, Sept 25

ARKANSAS MOTOCROSS - Cleburn County Speedway, Heber Springs. Info: 501/362-6325.

CALIFORNIA SPEEDWAY - Times Orange County/Legal Rights Defenders Season Finale, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933.

CALIFORNIA MOTOCROSS - REM Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - CMC, Marysville MX, Riverfront Park, night race, Marysville. Info: 530/695-2727 or http://marysvillemx.com.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Glen Helen, San Bernardino. Info: 714/996-8327.

* CALIFORNIA MOTOCROSS - Bakersfield Yamaha, Bakersfield Speedway, Bakersfield. Info: 661/834-1011.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, night race, Fort Lauderdale. Info: 954/321-9422.

* IDAHO SHORT TRACK - Owyhee Motorcycle Club, OMC Club Grounds, Boise. Info: 208/922-3353.

* INDIANA MOTOCROSS - Steeltown MX Club, Chrisney City Park, Steeltown MX Park, Chrisney. Info: 812/925-8850 or 888/957-RACE or robin1grafix.com.

IOWA MOTOCROSS - AMA, MX Kingdom Inc., District 22, Fall Championship, Dallas County Fairgrounds, Adel. Info: 515/285-6910.

* IOWA MOTOCROSS - National Cattle Congress Grounds, night race, Waterloo. Info: 319/234-4375.

* KENTUCKY SHORT TRACK - Paducah Dirt Riders, County Park Lane, Paducah. Info: 502/444-6438.

* LOUISIANA FLAT TRACK - Trippe Enterprises, night racing, Bayou Kajun Raceway, Dubberly. Info: 318/424-3132 or thetrippes@compuserve.com.

MISSOURI MOTOCROSS - Sprout Patch MX, Billings. Info: 417/744-2593.

NEBRASKA SHORT TRACK - Norfolk Short Track, Norfolk. Info: 402/887-5380.

* NEW YORK MOTOCROSS - Broome-Tioga Sports Center Inc., AHRMA Vintage and Vet C'ship, Binghamton. Info: 607/849-4438 or www.broome-tioga.com.

* NEW YORK SHORT TRACK - AMA, Square Deal Riders Motorcycle Club, SDR Raceway, Harpursville. Info: 607/722-6195 or 607/693-2634.

NEW YORK MOTOCROSS - AHRMA VMX Northeast Regional MX Series, Binghamton. Info: 914/429-9465 or www.vintagemx.com.

* NEW YORK SHORT TRACK - Outlaw Short Track, Accord Speedway, Accord. Info: 914/626-3478 or www.accordspdwy.com.

* NORTH CAROLINA MOTOCROSS - NAME, night race, Under The Lights Series, Rolling Hill Cycle Park, Reidsville. Info: 336/342-4492.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Motocross, Fall/Winter Series, Taylorsville. Info: 828/758-4342 or 828/635-8635.

OHIO MOTOCROSS - Delta Raceway, night racing, Delta. Info: 734/439-7735 or 734/241-1600.

OHIO SHORT TRACK - 100cc Vintage Flat Track Club, Thornville. Info: 740/929-4229.

* OHIO SHORT TRACK - Honda Hills, Honda Hills Road, Thornville. Info: 740/323-3766.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA CROSS COUNTRY - Youth Bike Grand National Cross Country, Racer Productions, High Point Raceway, Mount Morris. Info: 304/284-0084.

SOUTH CAROLINA MOTOCROSS - District 9 & 29, Rnd 1, Georgia Series, Turkey Creek MX, Edgefield. Info: 803/637-3020.

* TENNESSEE ARENA CROSS - Jamestown Motocross Park, Rnd 10, Jamestown. Info: 931/879-8557 or 879-7459.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

* VIRGINIA SHORT TRACK - Virginia Outlaw Series, Lizard Ridge Raceway, Bedford. Info: 540/586-1824 or 540/464-4606.

## Sun, Sept 26

ARKANSAS MOTOCROSS - Arkansas Motorsport Park, Donaldson. Info: 501/778-5712.

CALIFORNIA MOTOCROSS - Vintage Evolution MX, SVRG Series, LACR, Palmdale. Info: 760/744-8052.

CALIFORNIA GRAND PRIX - SRA GP, Competition Park, San Jacinto. Info: 714/957-2985.

CALIFORNIA MOTORCYCLE SHOW - Inter Shows Motorsport Promotions Inc., 6th annual All-American Motorcycle Show, Hidden Valley Park, Irvine. Info: 949/598-5121.

* CALIFORNIA MOTOCROSS - CMC Trans-Cal MX Nationals, Rnd 2 South, Badlands Raceway, Victorville. Info: 949/367-1141.

CALIFORNIA MOTOCROSS - GFI Fall Series, Rnd 3, factory contingency, Glen Helen Raceway, Glen Helen. Info: 909/341-8002.

* CALIFORNIA MOTOCROSS - Salinas Valley Fair, 101 Bowl MX Track, King City. Info: 831/386-1813 or mxrott@inreach.com.

CALIFORNIA MOTOCROSS - CMA, Little Okie Fall Series, Madera. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - GFI Fall Series, Rnd 3, Oatfield Raceway, Turlock. Info: 209/656-9682 or www.ampracing.com.

* CALIFORNIA MOTOCROSS - OTHG, Over The Hill Gang, Bay Area Chapter, Oatfield, Turlock. Info: 408/930-5293 or www.othg.com.

CALIFORNIA MOTOCROSS - CMA High Point Series, Hanford. Info: 559/673-8080.

CALIFORNIA HARE & HOUND - AMA, District 37, Sunland Shamrocks MC, Teagle Wash, Red Mountain, Ridgecrest. Info: 818/838-0378 or district37ama.org.

* CALIFORNIA MOTOCROSS - Motoxwest, Willis Racing, Sopiago Springs, Pioneer. Info: 209/795-1530.

* COLORADO SUPERCROSS - SRAC Mazda SX Series, Sports Riders Association of Colorado, Colorado Motorsports Productions Inc., Lakewood. Info: 303/988-7722 or 303/989-7436.

* DELAWARE SHORT TRACK - Delaware Motosports, Seaford Speedway, Seaford. Info: 302/422-8661.

* GEORGIA MOTOCROSS - Georgia Championship MX Series, AMA, Echeconee MX Club, Macon. Info: 788/788-8227.

ILLINOIS MOTORCYCLE SHOW - J&P Promotions, 13th annual Motorcycle Parts Extravaganza and Ride-In Bike Show, Bell-Claire County Fairgrounds, Belleville. Info: 319/462-6011.

KANSAS MOTOCROSS - Inman MX, KORR MX Fall Series. Info: 316/585-2429.

MICHIGAN DIRT DRAGS - High Point Series, Port Huron M/C Club, Port Huron. Info: 810/982-4894 or 810/982-6798.

* MISSISSIPPI MOTOCROSS - MX 886, Pontotoc MX 886 Fall Championships, Pontotoc. Info: 662/489-8316.

MISSOURI MOTOCROSS - Midwest Motorsports, AMA, District 18, Fall Series, Rnd 3, Kahoka. Info: 660/727-3301.

* MISSOURI SHORT TRACK - HLR Motorsports Inc., Moberly. Info: 660/263-4321 or www.moberlymo.com/hlr.

* NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway MX Park, Ashland. Info: 402/556-5801 or wsrmxpark@worldnet.att.com.

NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, Phillipsburg. Info: 308/345-3744.

NEW MEXICO MOTOCROSS - High Desert Racing Club, AMA, District 45, Aztec. Info: 970/533-9747.

* NEW YORK MOTOCROSS - AMA, Broome-Tioga Sports Center Inc., New York State Championship, Binghamton. Info: 607/849-4438 or www.broome-tioga.com.

NEW YORK MOTOCROSS - WNYSC Silver Springs Racing, Rock Glen. Info: 716/786-2087 or members.xoom.com/ssmxracing.

* NORTH CAROLINA MOTOCROSS - AMA, Districts 13 & 29, U.S. Eastern Motocross Fall Series, Rnd 3, East Bend Speedway, East Bend. Info: 336/699-3629.

OHIO HARE SCRAMBLES - Amherst Meadowlark CRA Hare Scrambles, Amherst. Info: 440/988-3133 or 440/988-9100.

OREGON SHORT TRACK - Pat's Acre's Speedway, Canby. Info: 503/284-2989.

PENNSYLVANIA CROSS COUNTRY - Grand National Cross Country, Racer Productions Inc., High Point Raceway, Mount Morris. Info: 304/284-0084.

* PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park Inc., Fredericksburg. Info: 717/273-1180 or 717/865-5530.

PENNSYLVANIA MOTOCROSS - Pagoda Motorcycle Club, AMA, District 6, Birdsboro. Info: 610/582-3717.

* PENNSYLVANIA HARE SCRAMBLES - Flying Dutchmen MC, Pine Grove. Info: 570/345-6340 or 570/345-8734.

RHODE ISLAND TRIALS - New England Trials Association, Rhode Island Trials Club, Smith's Berry Farm, North Kingston. Info: 781/938-9298 or people.ne.mediaone.net/trials-neta/index.html.

TENNESSEE HARE SCRAMBLES - Rnd 2 of the SETRA Championship Hare Scramble Series, Dog Daze Hare Scrambles, Knoxville. Info: 888/775-9377 or 770/707-0615 or www.setra.org.

TEXAS MOTOCROSS - Vintage Iron 6th annual Fall Series, Evo-Sports Inc., Swan MX, Tyler. Info: 281/265-1412.

* TEXAS MOTOCROSS - GNC Top Texan Series, Oak Hill MX, Alvord. Info: 214/351-9900 or www.gncmx.com.

* WASHINGTON MOTOCROSS - AMA, DeMarin Day, Washougal MX Park, Washougal. Info: 541/673-1671 or washougalmx.com.

WISCONSIN MOTOCROSS - AMA, District 16, Pine Ridge Raceway, Athelstane. Info: 920/434-7015.

## Wed, Sept 29

GEORGIA MOTOCROSS - Monroe Off-Road Ranch, Honda Day, Monroe. Info: 770/267-7978 or 770/267-4828.

## Sept 30-Oct 3

MISSOURI MOTOCROSS - Branson USA MX C'ship. Info: 909/657-6834.

## Oct 1-3

* MISSOURI MOTOCROSS - Branson USA MX Nationals, Branson. Info: 909/657-6834 or www.branson.com.

## Fri, Oct 1

* CALIFORNIA SPEEDWAY - Speedway Motorcycle Races, Cycleland Speedway, Chico. Info: 530/342-0063.

* OHIO MOTORCYCLE RACE - CRA, Wayne County Speedway, Orrville. Info: 330/948-4613 or www.waynecountyspeedway.com.

WASHINGTON SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series. Spokane. Info: 208/756-2548 or 208/769-2005.

## Oct 2-3

CALIFORNIA CROSS COUNTRY - District 36, Bolado Park GP, Rnd 14, Tres Pinos. Info: http://www.ama-d36.org/Cals/99CcCal.html.

CALIFORNIA MINI ROAD RACE - Northern California Mini Road Racing Association, Prairie City SVRA, Sacramento. Info: 916/722-5517 or ncmrra@aol.com.

CALIFORNIA GRAND PRIX - AMA, District 37, Viewfinders MC, Glen Helen Raceway Park, San Bernardino. Info: 818/951-9627 or district37ama.org.

COLORADO MOTOCROSS - AMA, District 25 State Championship Series Finals, Rocky Mountain Motocross Association, Summer Series, Rnd 9, Yampa Valley, Craig. Info: 303/271-0190 or www.rmxa.com.

IDAHO MOTOCROSS - CMC, Owyhee Motorcycle Club Grounds, Rnd 3, Boise. Info: 208/466-4497 or 208/323-7765.

* KENTUCKY MOTOCROSS - Daniel Boone MX, Eastern Four-Stroke National, London. Info: 606/877-1364 or www.mxaction.com.

* KENTUCKY MOTOCROSS - Pro-Am Series, Victory Sports, Kentucky State Championship, AMA, United States Mega Series, Rnd 15, London. Info: 423/323-5497 or www.victory-sports.com.

* MISSOURI CROSS COUNTRY - Rnd 4, Parts Unlimited Series, Trelle Borg, Missouri Mudders, St. Joe Park, Park Hills. Info: 618/281-7912.

* NEW JERSEY MOTOCROSS - 23rd annual Kawasaki Motocross Race of Champions, Raceway Park Motocross, Englishtown. Info: 732/446-7800.

* TENNESSEE SUPERCROSS - AMA, Full Throttle Racing Inc., Lebanon Tennessee Fairgrounds, Lebanon. Info: 615/255-5556.

TEXAS MOTOCROSS - Lake Whitney MX. Info: 254/694-4271.

VIRGINIA TRAIL RIDE - Northern Virginia Trail Riders, Woodstock. Info: 540/547-3317.

## Sat, Oct 2

CALIFORNIA SPEEDWAY - Costa Mesa Speedway, Orange County Fairgrounds, night race, Coors Light U.S. National Championship, Costa Mesa. Info: 949/492-9933.

* CALIFORNIA SHORT TRACK - Motowest Racing, Club Moto, Club Moto Speedway, Livermore. Info: 415/587-8678.

* CALIFORNIA MOTOCROSS - Bakersfield Yamaha, Bakersfield Speedway, Bakersfield. Info: 661/834-1011.

FLORIDA SHORT TRACK - Orange County Raceway, FDTRA Series, Orlando. Info: 407/869-5388 or 407/381-4001.

* FLORIDA MOTOCROSS - West Florida Motocross Park, night race, Milton. Info: 850/623-6038.

GEORGIA SCRAMBLES - Chay-Zed Challenge CZ-Jawa Championship Scrambles, Moonlake Motorsports, Lookout Mountain. Info: 423/267-3478 or 706/820-2193.

ILLINOIS DIRT TRACK - AMA, Prairie Thunder MC, Menard County Fairgrounds, Half-Mile, Petersburg. Info: 217/529-7981 or dirttrackd17dir@juno.com.

* KENTUCKY TT - Paducah Dirt Riders, County Park Lane, Paducah. Info: 502/444-6438.

MISSOURI MOTOCROSS - Sprout Patch MX, Billings. Info: 417/744-2593.

OHIO SHORT TRACK - 100cc Vintage Flat Track Club, Thornville. Info: 740/929-4229.

* OHIO SHORT TRACK - Honda Hills, Honda Hills Road, Thornville. Info: 740/323-3766.

* OHIO MOTOCROSS - Motocross Racing Association, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 330/262-4945.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* TENNESSEE ARENACROSS - Jamestown Motocross Park, Rnd 11, Jamestown. Info: 931/879-8557 or 879-7459.

* TENNESSEE STADIA-CROSS - KTMXA, Tennessee State Championship Series, Paris Dirttrackers Inc., Henry County Fairgrounds, Paris. Info: 901/642-0511 or www.festivalusa.com/arenacross.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

## Sun, Oct 3

* ARIZONA MOTOCROSS - AMX, Rnd 3, Grand Canyon State Championships, Speedworld, Wittman. Info: 623/815-1790.

* CALIFORNIA MOTOCROSS - CMC Trans-Cal MX Nationals, Rnd 3 South, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - GFI Fall Series, Rnd 4, Hollister Hills GP Track, Hollister. Info: 209/656-9682 or www.ampracing.com.

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, California Trail Rides, *Cycle News* Dual Sport Jamboree, KOA Campground, San Bernardino. Info: 714/992-9291 or district37ama.org.

CALIFORNIA HARE SCRAMBLES - Timekeepers MC, AMA, District 36, Metcalf County Cycle Park, San Jose. Info: 408/739-5762 or www.timekeepersmc.com.

CALIFORNIA MOTOCROSS - CMA High Point Series, Tulare. Info: 559/673-8080.

* COLORADO MOTOCROSS - SRAC Mazda MX Series, Sports Riders Association of Colorado, Pueblo Motorsports Inc., Pueblo. Info: 303/988-7722 or 303/989-7436.

* DELAWARE SHORT TRACK - Delaware Motosports, Seaford Speedway, Seaford. Info: 302/422-8661.

* GEORGIA MOTOCROSS - Georgia Championship MX Series, AMA, Dixie Motorcycle Sports, Silver Dollar MX, Reynolds. Info: 912/847-4673.


The Ski Run Scrambles, October 10th, 1999 at Donner Ski Ranch.

THE HIGH SIERRA MOTORCYCLE CLUB
in association with
DONNER SKI RANCH presents the SKI RUN SCRAMBLES,

a unique mountain moto marathon in a beautiful alpine setting, spectator friendly track with ski lodge and concessions open. Portions of the track will be watered. $1.00 from every gate fee will go to Donner Trail School, $3.00 from each entry goes to Dist 36 L.A.O.

Sign up @ 7:00am

| Fees: | | |
|---|---|---|
| | Entry | $50 |
| | Vintage | $40 |
| | Kids Race | $20 |
| | Gate Fee | $ 5 |
| | Camping | $ 5 |

AMA & Dist 36 cards required (available at signup)

AMA $29, Dist 36 $25

| STARTING TIMES | | |
|---|---|---|
| Vintage | 9:00am | 1 hr. |
| KIDS RACE | | |
| Kids 0-9 yrs | 9:15am | 1/2 hr |
| Kids 10-up | 9:45am | 1/2 hr |
| A's | 10:30am | 1-1/2 hr |
| B's | 12:30pm | 1-1/2 hr |
| C's | 2:30pm | 1-1/2 hr |

For information call:

| | | |
|---|---|---|
| Days: | Jon King | (530) 587-7982 |
| Eves: | Bill Dart | (530) 582-7082 |
| Vintage: | Kelly Shane | (530) 587-6065. |

Directions: I-80 to Donner Summit, take the Soda Springs exit and follow the signs to Donner Ski Ranch, near Truckee, CA

What's happening? Cycle News Calendar.

# RACING ON THE TUBE

## SEPTEMBER BROADCASTS

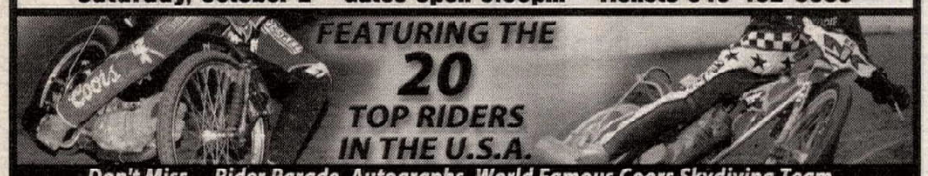
| DATE | TIME | EVENT | NETWORK |
|---|---|---|---|
| 9/23/99 | 3:00 PM | AMA Motocross - Binghamton, NY (R) | ESPN2 |
| 9/23/99 | 6:30 PM | MotoWorld | ESPN2 |
| 9/23/99 | 7:00 PM | Bike Week - Dave Despain, host | Speed |
| 9/24/99 | 2:30 AM | MotoWorld (R) | ESPN2 |
| 9/26/99 | 12:00 PM | AMA Motocross - Delmont, PA | ESPN2 |
| 9/26/99 | 8:00 PM | AMA Formula Xtreme - Pikes Peak | Speed |
| 9/26/99 | 9:00 PM | FIM World Superbike - Hockenheim | Speed |
| 9/28/99 | 5:30 AM | MotoWorld (R) | ESPN2 |
| 9/28/99 | 8:00 PM | Canadian Superbike C'ship - Shannonville | Speed |
| 9/30/99 | 3:00 PM | AMA Motocross - Delmont, PA (R) | ESPN2 |
| 9/30/99 | 6:30 PM | MotoWorld | ESPN2 |
| 9/30/99 | 7:00 PM | Bike Week - Dave Despain, host | Speed |

**All times shown are Eastern. ESPN2, Fox Sports Net and Speedvision listed above.**

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.


**1999 COORS LIGHT U.S. NATIONAL CHAMPIONSHIP**

**Saturday, October 2 • Gates Open 6:00pm • Tickets 949-492-9933**




*Don't Miss... Rider Parade, Autographs, World Famous Coors Skydiving Team, Medieval Times Halftime Show, Spectacular racing and the NEW #1 Crowned As Champion*

**Orange County Fairgrounds • Costa Mesa**

**CRC Presents The**

1999 Calpin Ford Since 1946

Win a Sponsorship for 2000

**Sponsorship Series**

| | | |
|---|---|---|
| *Sunday | Oct. 24 | Starwest |
| *Sunday | Oct. 31 | LACR |
| *Sunday | Nov. 7 | Edwards AFB |
| *Sunday | Nov. 14 | Glen Helen |
| *Sunday | Nov. 21 | LACR |

**For Info: 661-272-8889**

**ACT DUAL SPORT RIDING ADVENTURES**

Next Ride Dates: Oct 23 and 24

**MENDOCINO FOREST RIDES**

great trails - 2 separate rides each day

Ride with us and see yourself on the WEB!

**www.dualsportadventures.com**

*CALL FREE: 888 ACT NEWS*

For 16 years offering the best rides in Northern California and Nevada

**GLEN HELEN RACEWAY PARK** San Bernardino, CA www.GlenHelen.com

CALL 24 HOURS FOR RACE & PRACTICE INFO (909) 880-3090

| | | | |
|---|---|---|---|
| Thurs | Sep 23 | MX Practice | 8am till dusk |
| Fri | Sep 24 | IMS Pro Series Stadiumcross Rd #9 | Gates Open 4pm |
| Sat | Sep 25 | MX Practice | 8am till 2pm |
| Sun | Sep 26 | GFI MX | Gates Open 6am |
| Thurs | Sep 30 | MX Practice | 8am till dusk |

*26th Annual Chaparral Viewfinder G.P. - October 3 & 4*

**CRC 1999 California Race Schedule**

100% PRO PAYBACK

| | | | |
|---|---|---|---|
| Saturday | Sept. 25 | Saturday Night Special | LACR |
| Sunday | Oct. 3 | CMC/CRC Trans Cal | LACR |
| Sunday | Oct. 10 | CRC Motocross | LACR |
| Sunday | Oct. 17 | Gremlin GP | LACR |
| Sunday | Oct. 24 | Sponsorship Series | Starwest |

Wed. Practice May 12 to Sept. 29 - 4pm to 9pm
Fri. Practice May 28 to Sept. 24 - 4pm to 9pm

**CRC Info (661) 272-8889**
www.netport.com/lacr-crc

**Newly Designed MX Track**

**Sunrise** Motocross Park

- Bikes $10 - Race Cars $20
- MX & Pee-Wee tracks groomed daily
- MX Track, Pee-Wee Track & ¼ mile Oval
- Practice all tracks Sat & Sun 8-4

Monday 11-dusk

- Spectators always free

www.proride.com
e-mail: evergreen-plus@msn.com

24 hour track info: 760.246.5140
1101 race rd., adelanto, ca

**ZLT Racing** Perris California

Practice and Race Schedule for **Perris Raceway**

| | | | |
|---|---|---|---|
| Wed. | Sept. 22 | 2:00 - 9:00 | Big Bikes Only |
| Fri. | Sept. 24 | 4:00 - 9:00 | |
| Sat. | Sept. 25 | 9:00 - 2:00 | |
| Tues. | Sept. 28 | 10-4 Open | 4-9 Minis Only |
| Wed. | Sept. 29 | 2:00 - 9:00 | Big Bikes Only |

*New Pee Wee Track available.*
All minors must be accompanied by a parent or motorized legal guardian.
* All dates subject to change. Call for more information. (909) 657-7441

**Southwest Vintage Racing Group**

**SVRG MX Series**

**Round 8**

**Sunday, September 26, 1999**
**LACR, Palmdale, CA**

Gates open early - Practice and Racing Start Promptly
Vintage, Bomber and Modern - No Membership Required

***Sunday, October 31**
**Glen Helen**
*Final race, CZ 250 prize to raffle winner

**Information (760) 744-8052**

**Tell them you saw it in Cycle News**

**MOTOCROSS RACING ASSOCIATION**

Racing Every Friday, Saturday & Sunday
Open Riding Every Wednesday at Milan & some Sundays at Delta
Ironman GP Series - 1 hour races
www.racemra.com
Call 734-241-1600
for 1999 Racing Schedule


# Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

GEORGIA GP SCRAMBLES - Vintage GP Scrambles, AHRMA, H&H KTM, Moonlake Motorsports, Lookout Mountain. Info: 423/267-3478 or 706/820-2193.

* ILLINOIS HARE SCRAMBLES - AMA, SOIL Series, Belleville Enduro Team, BET Club Grounds, Belleville. Info: 618/235-4777.

INDIANA HARE SCRAMBLES - Black Coal National Hare Scrambles, Lynnville. Info: 812/897-6814.

KANSAS HARE SCRAMBLES - Silver City MX, KORR Hare Scrambles Series, Sterling. Info: 316/278-2487.

MARYLAND MOTOCROSS - AMA, District 7, Antietam MC, Howell Road, Hagerstown. Info: 301/797-8686 or 797-1607 or http://members .aol.com/antietammc/index.html.

MEXICO MOTOCROSS - Too Much Fun Promotions, La Playa MX GP Series, Rnd 4, Rosarito, BC. Info: 011/52-661-2-2525 or www.toomuchfun.com.mx.

MISSOURI MOTOCROSS - Possum Hollow MX, Halltown. Info: 417/581-1977.

MISSOURI MOTOCROSS - Challenge Trax, CT Fall Series, Rnd 4, Kingsville. Info: 816/779-5020.

MISSOURI MOTOCROSS - Finger Lakes State Park, AMA, District 18, Columbia. Info: 314/488-3174.

MONTANA SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Missoula. Info: 208/756-2548 or 208/769-2005.

NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, Friend, GNC Qualify. Info: 308/345-3744.

NEW YORK MOTOCROSS - Western New York Motocross Inc., Auburn. Info: 315/784-5466 or 784-5517 or www.frozenocean.com.

* NEW YORK SHORT TRACK - AMA, Square Deal Riders Motorcycle Club, SDR Raceway, Harpursville. Info: 607/722-6195 or 607/693-2634.

NORTH CAROLINA ENDURO - Carolina Enduro Series, Brown Mountain Lights Enduro, Lenior. Info: 843/558-3031.

* NORTH CAROLINA HARE SCRAMBLES - Mid-East Hare Scrambles, State Line Motorcycle Club, Belwood. Info: 704/937-9177 or 704/484-9000.

* NORTH CAROLINA MOTOCROSS - AMA, Districts 13 & 29, U.S. Eastern Motocross Fall Series, Rnd 4, Rolling Hills Cycle Park, Reidsville. Info: 336/342-9027.

* OHIO HARE SCRAMBLES - CRA, Salem Motorcycle Club Inc., Corky Wurster Memorial, Lisbon. Info: 330/482-2971 or 332-9465.

* OHIO MOTOCROSS - Sunset Ramblers MC, Galion. Info: 419/562-6931 or 562-7325.

OHIO ROAD RACE - Ohio YSR League, Circleville Raceway Park, Circleville. Info: 614/755-2484 or http://oylers.home.mindspring.com.

OHIO MOTOCROSS - Motocross Racing Association, Stars of Tomorrow Youth Championship, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

OHIO BIKE SHOW - ABATE of Ohio, Carlton HD, Mantua. Info: 330/425-7830.

* OHIO MOTOCROSS - AMA, Vinton Motocross Park, McArthur. Info: 740/756-1267.

PENNSYLVANIA SHORT TRACK - Pagoda Motorcycle Club, AMA, District 6, Birdsboro. Info: 610/582-3717.

* PENNSYLVANIA HARE SCRAMBLES - Flying Dutchmen MC, AMA, District 6, Pine Grove. Info: 570/345-6340.

PENNSYLVANIA MOTOCROSS - Bellco Inc., District 5 State Championship, Steel City USA, Delmont. Info: 304/284-0084.

PENNSYLVANIA TRIALS - Mid-Atlantic Vintage Trials Series, Williamsport. Info: 410/775-7209.

TENNESSEE MOTOCROSS - KTMXA, TNT MX Park, Milan. Info: 901/987-9633.

TEXAS MOTOCROSS - Vintage Iron 6th annual Fall Series, Evo-Sports Inc., Lake Whitney MX, Whitney. Info: 281/265-1412.

* TEXAS MOTOCROSS - GNC Top Texan Series, Mosier Valley USA, Dallas/Fort Worth. Info: 214/351-9900 or www.gncmx.com.

## Oct 8-10

CALIFORNIA DUAL SPORT - Galpin Ford California Dual Sport Series, Sierra Safari, Mammoth Mountain, Rnd 6, Mammoth. Info: 818/701-1913.

## Fri, Oct 8

* CALIFORNIA MOTOCROSS - KB Racing Promotions, night race, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

* CALIFORNIA SPEEDWAY - Speedway Motorcycle Races, Cycleland Speedway, Chico. Info: 530/342-0063.

* OHIO MOTORCYCLE RACE - CRA, Wayne County Speedway, Orrville. Info: 330/948-4613 or www.waynecountyspeedway.com.

## Oct 9-10

ARIZONA DRAG RACE - AMA, Prostar, West Drag Racing Series, Phoenix. Info: 256/852-1101.

CALIFORNIA DUAL SPORT - Ridge Runner 500, Ridge Runners, AMA, District 36, Motorcycle Club, Angels Camp. Info: 831/688-2857.

CALIFORNIA MOTOCROSS - 1999 South National #5 Over The Hill Gang, Glen Helen Raceway, San Bernardino. Info: 562/941-1515.

IDAHO MOTOCROSS - White Knuckle Racing, Optimist Park, Rnd 4, Mountain Home. Info: 208/587-1297.

* NEVADA MOTOCROSS - Fox U.S. Open Indoor Motocross, AMA, MGM Grand Garden Arena, Las Vegas. Info: 800/841-2960 or 888/FOX-RACE.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 330/262-4945.

* TENNESSEE SUPERCROSS - AMA, Full Throttle Racing Inc., Lebanon Tennessee Fairgrounds, Lebanon. Info: 615/255-5556.

## Oct 9-11

NEVADA DUAL SPORT RIDE - AMA, District 37, Mojave Adventures, Countdown, Motel 6, Las Vegas. Info: 818/348-8381 or district37ama.org.

## Sat, Oct 9

CALIFORNIA MOTOCROSS - REM Saturday MX, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA FLAT TRACK - Southern California Flat Track Championship Series, San Diego Flat Track Association, Del Mar. Info: 619/277-1591.

CALIFORNIA SHORT TRACK & TT - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

* GEORGIA SUPERCROSS - Outback Range & Recreational Center, Mitchell Run Track, Hazlehurst. Info: 912/375-0765.

* IDAHO SHORT TRACK - Owyhee Motorcycle Club, Outdoor Short Track, Boise. Info: 208/922-3353.

ILLINOIS TRIALS - AHRMA National Trials, AMA, District 17, Cahokia Creek Dirt Riders Inc., White City. Info: 217/429-8940.

KANSAS MOTOCROSS - Racer's Edge MX, Baxter Spring. Info: 417/833-1574.

MASSACHUSETTS TRAIL RIDE - New England Trail Rider Association, Nervous Novice, Parent-Child, Freetown. Info: 860/875-5757.

MICHIGAN MOTOCROSS - Baja Acres, Birch Run Road, Millington. Info: 517/871-3356.

* NORTH CAROLINA MOTOCROSS - NAME, night race, Under The Lights Series, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Motocross, Fall/Winter Series, Taylorsville. Info: 828/758-4342 or 828/635-8635.

OHIO MOTOCROSS - Dirt Country Raceway, AMA, District 11, Blanchester. Info: 513/625-7350 or 513/625-9987.

OHIO CROSS COUNTRY - Racer Productions, Youth Bike Grand National Cross Country, Spring Valley, Lisbon. Info: 304/284-0084.

OHIO MOTOCROSS - Motocross Racing Association, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA SHORT TRACK - Will Rogers Raceway, Claremore. Info: 918/343-3278 or 636-1352.

PENNSYLVANIA MOTOCROSS - AHRMA, VMX Northeast Regional MX Series, Clifford. Info: 914/429-9465 or www.vintagemx.com.

* TENNESSEE MOTOCROSS - Jamestown Motocross Park, Rnd 11, Jamestown. Info: 931/879-8557 or 879-7459.

* TENNESSEE STADIA-CROSS - Final event, Tennessee State Championship Series, Paris Dirt Trackers Inc., Henry County Fairgrounds, Paris. Info: 901/642-0511 or www.festivalusa.com/arenacross.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

## Sun, Oct 10

* ARIZONA MOTOCROSS - AMX, Rnd 4, Grand Canyon State Championships, Verde Valley Motorplex, Cottonwood. Info: 520/639-0387.

CALIFORNIA HARE SCRAMBLES - District 36, The Ski Run Scrambles, Rnd 15, High Sierra Motorcycle Club, Norden. Info: http://www.ama-d36.org/Cals/99CcCal.html.

CALIFORNIA MOTOCROSS - GFI Fall Series, Rnd 4, factory contingency, Elsinore. Info: 909/341-8002.

CALIFORNIA MOTOCROSS - CMA, Little Okie Fall Series, Madera. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - GFI Fall Series, Rnd 5, Carnegie Cycle Park, Livermore. Info: 209/656-9682 or www.ampracing.com.

CALIFORNIA MOTOCROSS - CMA High Point Series, Hanford. Info: 559/673-8080.

CALIFORNIA HARE & HOUND - AMA, District 37, So. Cal. MC, Bessemer Mine Rd, Lucerne Valley. Info: 626/337-4911 or www.district37ama.org.

* DELAWARE SHORT TRACK - Delaware Motosports, Seaford Speedway, Seaford. Info: 302/422-8661.

* FLORIDA MOTOCROSS - County Line MX Park, Fountain. Info: 850/769-9505 or 722-7616.

* GEORGIA MOTOCROSS - Georgia Championship MX Series, AMA, Dixie Motorcycle Sports, Hillbilly Hills, Roberta. Info: 912/788-0413.

ILLINOIS MOTORCYCLE SHOW - J&P Promotions, 14th annual Motorcycle Parts Extravaganza, Will County Fairgrounds, Peotone. Info: 319/462-6011.

* ILLINOIS GRAND PRIX - AHRMA National Grand Prix, AMA, District 17, Cahokia Creek Dirt Riders Inc., White City. Info: 217/429-8940.

KANSAS MOTOCROSS - Whoopmaster Jeeps, KORR MX Fall Series, Wichita. Info: 316/684-7400.

KENTUCKY HARE SCRAMBLES - AMA, Eagle Creek MC Park, Mason Lane, Owenton. Info: 606/472-3442.

* KENTUCKY HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, Greenville. Info: 615/859-0873 or www.msws.org.

* MARYLAND HARE SCRAMBLES - AMA, ECEA, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

* MISSOURI MOTOCROSS - AMA, Missouri State Championship Motosports Inc., Midwest Xtreme Park, Merwin. Info: 660/267-3400.

* MISSOURI HARE SCRAMBLES - Missouri Hare Scrambles Championship, Plattin Creek Dirt Riders, Festus. Info: 417/537-8406.

MISSOURI MOTOCROSS - Midwest Motorsports, AMA, District 18, Fall Series, Rnd 4, Kahoka. Info: 660/727-3301.

NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway MX Park, Ashland. Info: 402/556-5801 or wsrmxpark@worldnet.att.com.

NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, North Platte. Info: 308/345-3744.

NEW MEXICO MOTOCROSS - AMA Four Corners MX Series, Aztec. Info: 970/533-9747.

* NEW YORK MOTOCROSS - Western New York Motocross Inc., Auburn. Info: 315/784-5466 or 784-5517 or www.frozen-ocean.com.

NEW YORK HARE SCRAMBLES - Thunder Ridge Cycle Park, South Edmeston. Info: 607/847-6520 or 847-6815.

* NORTH CAROLINA MOTOCROSS - AMA, Districts 13&29, U.S. Eastern MX Fall Series, Rnd 5, Elizabeth City Motorcycle Club, Elizabeth City. Info: 757/549-7012.

OHIO CROSS COUNTRY - Racer Productions Inc., Spring Valley, Lisbon. Info: 304/284-0084.

OHIO MOTOCROSS - Motocross Racing Association, Grand Prix of Motocross, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

OHIO MOTOCROSS - AMA, Dayton Motorcycle Club, Dayton. Info: 937/263-9321 or www.daytonmc.org.

* OHIO MOTOCROSS - AMA, Wild Wilderness Raceway, Logan. Info: 740/385-9344.

* OHIO HARE SCRAMBLES - AMA, District 11, Hocking Valley MC, Logan. Info: 740/385-7695 or 864-0010.

OHIO HILL CLIMB - 51st anniversary of the Devil's Staircase Hillcimb, Oregonia. Info: http://www.daytonmc.com.

* OKLAHOMA CROSS COUNTRY - Oklahoma Cross Country Racing Association, Cogar. Info: 405/390-5227.

OREGON ROAD RACE - Oregon Motorcycle Roadracing Association, Portland. Info: 503/221-1487.

* PENNSYLVANIA MOTOCROSS - Doublin Gap MX Park, Route 696, Newburg. Info: 717/249-6036 or www.doublingap.com.

* PENNSYLVANIA MOTOCROSS - District 5, State Championship, M&G Racing, Beaver Valley Raceway, Hookstown. Info: 724/693-2880.

PENNSYLVANIA HARE SCRAMBLES - M&G Racing, Beaver Valley Raceway, Hookstown. Info: 724/693-2880.

* TEXAS SHORT TRACK - Action Promotions, Action Speedway, Grand Saline. Info: 903/962-6623.

* WASHINGTON MOTOCROSS - AMA, Washougal MX Park, Washougal. Info: 541/673-1671 or washougalmx.com.

## Thur, Oct 14

ARKANSAS HARE SCRAMBLES - Arkansas Hare Scrambles Series, Amity. Info: ahscs@earthlink.net.

## Oct 15-16

* CALIFORNIA SUPER TT - STTARS Super TT Fall Stadium Series, Rnds 2 & 3, Mesa Marin Speedway, Bakersfield. Info: 949/768-4626 or www.supertt.com.

## Oct 15-17

* TENNEESSEE MOTOCROSS - Pro-Am Series, Suzuki Top Gun Showdown, Victory Sports, AMA, United States Mega Series, Rnd 16, Muddy Creek Raceway, Blountville. Info: 423/323-5497 or www.victory-sports.com.

## Fri, Oct 15

* CALIFORNIA SPEEDWAY - Speedway Motorcycle Races, Cycleland Speedway, Chico. Info: 530/342-0063.

* OHIO MOTORCYCLE RACE - CRA, Wayne County Speedway, Orrville. Info: 330/948-4613.

## Oct 16-17

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234 or www.race-wsmc.com.

MICHIGAN MOTOCROSS - Baja Acres, Birch Run Road, Millington. Info: 517/871-3356.

NEVADA DUAL SPORT RIDE - AMA, National, District 37, Tour 'N' Trail, Holiday Inn, Mesquite. Info: 818/890-2209 or district37ama.org.

OHIO ENDURO - AMA, Enduro Riders Association, Vinton County Junior Fairgrounds, McArthur. Info: 614/766-8359.

* TENNESSEE SUPERCROSS - AMA, Full Throttle Racing Inc., Lebanon Tennessee Fairgrounds, Lebanon. Info: 615/255-5556.

TEXAS DRAG RACE - AMA, Prostar, 4th annual Gulf Coast Nationals, Houston. Info: 256/852-1101.

UTAH TRAIL RIDE - Tour 'N' Trail Promotions, St. George. Info: 818/890-2209.

## Sat, Oct 16

CALIFORNIA SHORT TRACK & TT - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/869-5388 or 407/381-4001.

* FLORIDA MOTOCROSS - West Florida Motocross Park, night race, Milton. Info: 850/623-6038.

* KENTUCKY SHORT TRACK - Paducah Dirt Riders, County Park Lane, Paducah. Info: 502/444-6438.

MARYLAND MOTORCYCLE DRAG RACING - Orient Express Powersports, The FBR Shop/Nitrous Express, Mason-Dixon Dragway, Boonsboro. Info: 301/791-5193.

MASSACHUSETTS TRAIL RIDE - New England Trail Rider Association, Nervous Novice, Parent-Child, New Ashford. Info: 860/875-5757.

MISSOURI MOTOCROSS - Sprout Patch MX, Billings. Info: 417/744-2593.

OHIO SHORT TRACK - 100cc Vintage Flat Track Club, Thornville. Info: 740/929-4229.

* OHIO SHORT TRACK - Honda Hills, Honda Hills Road, Thornville. Info: 740/323-3766.

OHIO MOTOCROSS - Dirt Country Raceway, AMA, District 11, Blanchester. Info: 513/625-7350 or 513/625-9987.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* TENNESSEE ARENACROSS - Jamestown Motocross Park, Rnd 12, Jamestown. Info: 931/879-8557 or 879-7459.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

* TEXAS SHORT TRACK - AMA, Pro-Am, Checkered Flag Productions, Boyd Raceway, Boyd. Info: 940/683-4742 or cfpracing.com.

## Sun, Oct 17

* ARIZONA MOTOCROSS - AMX, Rnd 5, Grand Canyon State Championships, Go Huge Racing Promotions, Ocotillo Raceway, Eloy. Info: 520/743-7727.

ARKANSAS MOTOCROSS - Rad Roosters MX, Prairie Grove. Info: 501/839-2962.

* CALIFORNIA MOTOCROSS - CMC Trans-Cal MX Nationals, Rnd 4 South, MaxTrack, Piru. Info: 949/367-1141.

CALIFORNIA MOTOCROSS - CMA, Little Okie Fall Series, Madera. Info: 209/673-8080.

* CALIFORNIA MOTOCROSS - CMC Trans-Cal MX Nationals, Rnd 4 North, Club Moto, Livermore. Info: 415/587-8678.

CALIFORNIA MOTOCROSS - CMA High Point Series, Tulare. Info: 559/673-8080.

* CALIFORNIA MOTOCROSS - AMP/GFI Racing, Oatfield Raceway, Turlock. Info: 209/656-9682 or ampracing@aol.com.

CALIFORNIA ENDURO - AMA, District 37, Training Wheels MC, Teagle Wash, Red Mountain, Ridgecrest. Info: 714/554-0116 or http://pw2.netcom.com.

CALIFORNIA DUAL SPORT - Nor-Cal Expeditions, Gene Chappie/Shasta Dam OHV Park, Redding. Info: 530/221-7647.

* CALIFORNIA MOTOCROSS - CMA, Salinas Valley Fair, 101 Bowl MX Park, King City. Info: 831/385-0596 or mxrott@inreach.com.

* DELAWARE SHORT TRACK - Delaware Motosports, Seaford Speedway, Seaford. Info: 302/422-8661.

GEORGIA HARE SCRAMBLES - Rnd 3 of the Setra Championship Hare Scramble Series, Cherokee Hare Scrambles, Greensboro. Info: 888/775-9377 or 770/707-0615 or www.setra.org.

GEORGIA POKER RUN - Old-Time Trail Riders Reunion, Moonlake Motorsports, Lookout Mountain. Info: 423/267-3478 or 706/820-2193.

* IDAHO MOTOCROSS - Owyhee MC Grounds, Boise. Info: 208/922-3353.

ILLINOIS ENDURO - 35th annual Big Red Moose Enduro, AMA, District 17, Moose Cahokia Creek Dirt Riders, White City. Info: 217/324-6565.

* INDIANA MOTOCROSS - Steeltown MX Club, Steeltown MX Park, Chrisney. Info: 812/925-8850 or 888/957-RACE or robin1grafix.com.

MASSACHUSETTS TRAIL RIDE - New England Trail Rider Association, Halloween Toys for Tots, Assonet. Info: 860/875-5757.

MISSOURI MOTOCROSS - Buffalo MX, Fall Series, Rnd 1. Info: 417/345-6981.

MISSOURI MOTOCROSS - Possum Hollow MX, Halltown. Info: 417/581-1977.

MISSOURI MOTOCROSS - Challenge Trax, CT Fall Series, Rnd 5, Kingsville. Info: 816/779-5020.

MISSOURI MOTOCROSS - Wide Open Moto-Park, Lebanon. Info: 417/588-9777.

MISSOURI MOTOCROSS - HLR Motorsports Park, AMA, District 18, Moberly. Info: 660/263-4296.

NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, McCook, GNC Qualify. Info: 308/345-3744.

* NORTH CAROLINA MOTOCROSS - AMA, Districts 13&29, U.S. Eastern Motocross Fall Series, Devils Ridge MX Park, Sanford. Info: 919/776-1767.

NORTH CAROLINA ROAD RACE - Southeastern Mini Roadracing Association, Concord Motor Speedway, Concord. Info: 704/932-6179 or 704/784-1767.

* OHIO MOTOCROSS - CRA/Western Reserve Motorcycle Club, Salem. Info: 330/337-8077.

OHIO MOTOCROSS - Motocross Racing Association, Sandusky Valley Rider MC, Tiffin. Info: 419/425-1515 or 734/241-1600.

PENNSYLVANIA MOTOCROSS - Pagoda Motorcycle Club, AMA, District 6, Birdsboro. Info: 610/582-3717.

* PENNSYLVANIA HARE SCRAMBLES - Flying Dutchmen MC, AMA, Pine Grove. Info: 570/345-6340.

PENNSYLVANIA HARE SCRAMBLES - Racer Productions Inc., District 5 State Championship, Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

PENNSYLVANIA MOTOCROSS - Racer Productions Inc., District 5 State Championship, Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

RHODE ISLAND TRIALS - New England Trials Association, Putnam Pike, Chepachet. Info: 781/938-9298.

TENNESSEE MOTOCROSS - Fort Campbell Motocross Club, Rnd 5, Clarksville. Info: 931/906-5598 or 931/552-3593.

TEXAS MOTOCROSS - Vintage Iron 6th annual Fall Series, Evo-Sports Inc., Swan MX, Tyler. Info: 281/265-1412.

* TEXAS MOTOCROSS - GNC Top Texan Series, Mosier Valley USA, Dallas/Fort Worth. Info: 214/351-9900 or www.gncmx.com.

* WASHINGTON MOTOCROSS - CMC, Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.

WISCONSIN SWAP MEET - Aztalan Cycle Club, Clubgrounds, Lake Mills. Info: 414/297-9367.

## Fri, Oct 22

* CALIFORNIA MOTOCROSS - KB Racing Promotions, night race, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

## Oct 23-24

CALIFORNIA DUAL SPORT - Galpin Ford California Dual Sport Adventure Series, Riders of the Round Table, Rnd 7, California Hot Springs. Info: 818/701-1913 or www.dualdogs.com.

CALIFORNIA MINI ROAD RACE - Northern California Mini Road Racing Association, Prairie City SVRA, Sacramento. Info: 916/722-5517 or ncmrra@aol.com.

* CALIFORNIA MOTOCROSS - CMC Trans-Cal MX Nationals Final Showdown, Riverfront Park, Marysville. Info: 530/695-2727.

CALIFORNIA MOTOCROSS - International Old-timers MX, Riverside Old-timers. Info: 253/840-0466 or http://www.seeanet.com/~russr.

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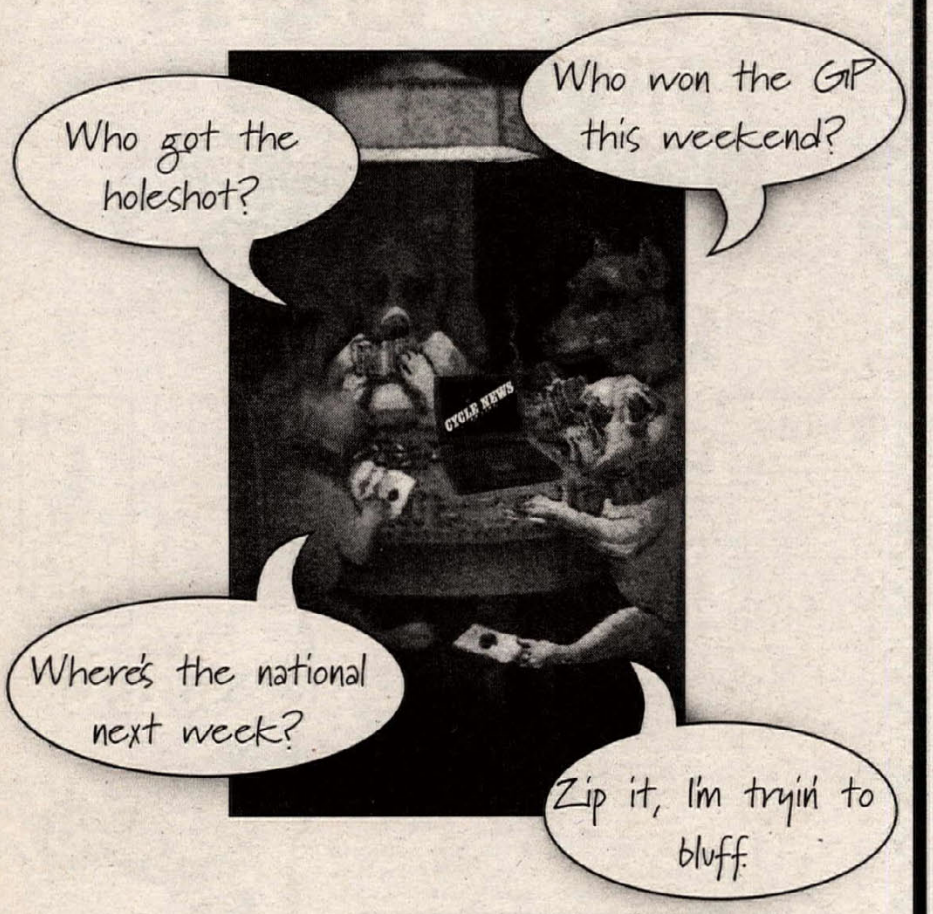


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OVER the HILL GANG
Sun., Sep.,26 Perris Raceway Perris, CA
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Sun., Sept.,26 CMA High Point Series Hanford, CA
Sun., Oct., 3 CMA High Point Series Tulare, CA
Sun., Oct., 10 CMA High Point Series Hanford, CA
Sun., Oct., 17 CMA High Point Series Tulare, CA
Saturday Practice before each event


# Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

MISSISSIPPI ENDURO - Gulf Coast Sandblasters, Saucier. Info: 228/392-1404.

* TENNESSEE SUPERCROSS - AMA, Full Throttle Racing Inc., Lebanon Tennessee Fairgrounds, Lebanon. Info: 615/255-5556.

## Sat, Oct 23

CALIFORNIA MOTOCROSS - REM Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA FLAT TRACK - Southern California Flat Track Championship Series, San Diego Flat Track Association, Temecula. Info: 619/277-1591.

CALIFORNIA SHORT TRACK & TT - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

* CALIFORNIA MOTOCROSS - OTHG, Over The Hill Gang, Bay Area chapter, Madera. Info: 408/930-5293 or www.othg.com.

* CALIFORNIA SUPER TT - STTARS Super TT Fall Stadium Series, Rnd 4, Irwindale Speedway, Irwindale. Info: 949/768-4626 or www.supertt.com.

IDAHO SHORT TRACK - Owyhee Motorcycle Club, Outdoor Short Track, Boise. Info: 208/922-3353.

* INDIANA MOTOCROSS - AMA, District 15, night race, Podium One Motoplex, Charlestown. Info: 812/256-5517 or podium1.com.

INDIANA CROSS COUNTRY - Racer Productions, Youth Bike Grand National Cross Country, Ironman, Crawfordsville. Info: 304/284-0084.

KANSAS MOTOCROSS - Racer's Edge MX, Baxter Springs. Info: 417/833-1574.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motosports, Log Road MX, Coldwater. Info: 419/636-5430 or 419/636-7462.

MISSOURI MOTOCROSS - Finger Lakes State Park, Columbia. Info: 314/488-3174.

OHIO MOTOCROSS - Dirt Country Raceway, AMA, District 11, Blanchester. Info: 513/625-7350 or 513/625-9987.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* TENNESSEE MOTOCROSS - Jamestown Motocross Park, Rnd 12, Jamestown. Info: 931/879-8557 or 879-7459.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

* VIRGINIA SHORT TRACK - Virginia Outlaw Series, Lizard Ridge Raceway, Bedford. Info: 540/586-1824 or 540/464-4606.

## Sun, Oct 24

* ARIZONA MOTOCROSS - AMX, Rnd 6, Grand Canyon State Championships, Final Round, AMA Western Four-Stroke Nationals, Speedworld, Wittman. Info: 623/815-1790.

ARKANSAS MOTOCROSS - Arkansas Motorsport Park, Donaldson. Info: 501/778-5712.

CALIFORNIA GRAND PRIX - SRA GP, Carlsbad Raceway, Carlsbad. Info: 714/957-2985.

CALIFORNIA TT - Lodi MC, 100cc Four-Stroke TT National, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

CALIFORNIA MOTOCROSS - GFI Fall Series North/South Showdown, Glen Helen Raceway. Info: 909/341-8002.

CALIFORNIA QUALIFIER - Polka Dots MC, Eldorado National Forest, Placerville. Info: 916/965-9073 or polkadot@gvn.net.

CANADA TRAIL AND DUAL SPORT - Blair Sharpless & Company, Great Pine Trail Ride, Ganaraska Forest. Info: 905/666-9734.

CONNECTICUT TRIALS - New England Trials Association, Stantack Road, Meriden. Info: 781/938-9298.

* DELAWARE SHORT TRACK - Delaware Motosports, Seaford Speedway, Seaford. Info: 302/422-8661.

* GEORGIA MOTOCROSS - Georgia Championship MX Series, AMA, Wings & Wheels, Breman Raceway, Breman. Info: 770/941-8464.

INDIANA CROSS COUNTRY - Racer Productions Inc., Ironman, Crawfordsville. Info: 304/284-0084.

KANSAS MOTOCROSS - Green Acres MX, KORR MX Fall Series, Marion. Info: 316/382-2915.

* KENTUCKY MOTOCROSS - Daniel Boone MX, Throttle Jockey Final, London. Info: 606/877-1364 or www.mxaction.com.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

* MISSOURI MOTOCROSS - Fall Track Series, Grain Valley MX Park, Grain Valley. Info: 816/331-6934.

MISSOURI MOTOCROSS - Finger Lakes State Park, Missouri State Series, Rnd 8, Columbia. Info: 314/488-3174.

MISSOURI MOTOCROSS - Midwest Motorsports, AMA, District 18, Fall Series, Rnd 5, Kahoka. Info: 660/727-3301.

NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway MX Park, Ashland. Info: 402/556-5801 or wsrmxpark@worldnet.att.com.

* NEW YORK MOTOCROSS - AMA, Broome-Tioga Sports Center Inc., Binghamton. Info: 607/849-4438 or www.BROOME-TIOGA.com.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Motocross, Fall/Winter Series, Taylorsville. Info: 828/758-4342 or 828/635-8635.

OHIO HARE SCRAMBLES - CRA, Proffer Promotions, Big Valley Raceway, East Palestine. Info: 330/538-2220.

* OHIO MOTOCROSS - Sunset Ramblers MC, MX Series, Rnd 5, Galion. Info: 419/562-6931 or 562-7325.

* OHIO MOTOCROSS - AMA, Wild Wilderness Raceway, Logan. Info: 740/385-9344.

OKLAHOMA CROSS COUNTRY - Oklahoma Cross Country Racing Association, Stillwater. Info: 405/390-5227.

PENNSYLVANIA TURKEY POKER RUN - Pagoda Motorcycle Club, AMA, District 6, Birdsboro. Info: 610/582-3717.

PENNSYLVANIA HARE SCRAMBLES - Flying Dutchmen MC, AMA, District 6 Championship, Pine Grove. Info: 570/345-6340.

TENNESSEE MOTOCROSS - KTMXA, TNT MX Park, Milan. Info: 901/987-9633.

* TENNESSEE HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, Lawrenceburg. Info: 615/859-0873 or www.msws.org.

TEXAS TT - Action Promotions, Action Speedway, Grand Saline. Info: 903/962-6623.

* TEXAS MOTOCROSS - GNC Top Texan Series, Oak Hill MX, Alvord. Info: 214/351-9900 or www.gncmx.com.

* VIRGINIA MOTOCROSS - AMA, District 13, Birch Creek Motosports Inc., Rnd 7, U.S. Eastern Fall Series, Birch Creek Motorsports Park, Danville. Info: 804/724-4392.

* WASHINGTON MOTOCROSS - CMC, Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.

## Oct 30-31

CALIFORNIA POKER RUN - Toys For Tots Off-Road Poker Run, High Desert Charities Bureau of Land Management, Barstow. Info: 760/252-3093.

MICHIGAN MOTOCROSS - Baja Acres, Birch Run Road, Millington. Info: 517/871-3356.

MISSOURI MOTOCROSS - Cycle World, AMA, District 18, Hawk Point. Info: 314/338-4090.

* OKLAHOMA MOTOCROSS MOUNTAIN BIKES - Cooperland & AM, Cooperland Raceway, Stillwater. Info: 405/743-1515 or www.cooperland.com.

* SOUTH CAROLINA MOTOCROSS - South Carolina State Championship, Victory Sports, AMA, Carolina Ultra Series, Rnd 11. Info: 423/323-5497.

* TENNESSEE SUPERCROSS - AMA, Full Throttle Racing Inc., Lebanon Tennessee Fairgrounds, Lebanon. Info: 615/255-5556.

TEXAS TRAIL RIDE - Trail Riders of Houston, Terlingua. Info: 281/376-4726.

## Sat, Oct 30

CALIFORNIA MOTOCROSS - REM Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

* GEORGIA SUPERCROSS - Outback Range & Recreational Center, Mitchell Run Track, Hazlehurst. Info: 912/375-0765.

MASSACHUSETTS TRAIL RIDE - New England Trail Rider Association, Nervous Novice, Parent-Child, Brimfield. Info: 860/875-5757.

MISSOURI MOTOCROSS - Sprout Patch MX, Billings. Info: 417/744-2593.

* OHIO MOTOCROSS - AMA, Vinton Motocross Park, McArthur. Info: 740/756-1267.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

PENNSYLVANIA TRIALS - Mid-Atlantic Vintage Trials Series, Middletown. Info: 410/775-7209.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

## Sun, Oct 31

CALIFORNIA MOTOCROSS - CMA, Central California O'Neal Series, Hanford. Info: 209/673-8080.

* CALIFORNIA MOTOCROSS - California Cross Summer Series, Hangtown National Track, Prairie City SVRA. Info: 916/782-8511 or www.californiacross.com.

* DELAWARE SHORT TRACK - Delaware Motosports, Seaford Speedway, Seaford. Info: 302/422-8661.

* FLORIDA MOTOCROSS - AMA, Florida State Championship Series, Hard Rock Cycle Park, Ocala. Info: 352/732-6697.

* FLORIDA MOTOCROSS - County Line MX Park, Fountain. Info: 850/769-9505 or 722-7616.

* IDAHO MOTOCROSS - Owyhee MC Grounds, Boise. Info: 208/922-3353.

IDAHO SHORT TRACK - Owyhee Motorcycle Club, Outdoor Short Track, Boise. Info: 208/922-3353.

* ILLINOIS HARE SCRAMBLES - AMA, SOIL Series, Cahokia Creek Dirt Riders, White City. Info: 618/235-4777.

* MARYLAND MOTOCROSS - AMA, District 7, Budds Creek MX Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

MISSOURI MOTOCROSS - Possum Hollow MX, Halltown. Info: 417/581-1977.

MISSOURI MOTOCROSS - Wide Open Moto-Park, Lebanon. Info: 417/588-9777.

MISSOURI MOTOCROSS - X2 MX, Grain Valley. Info: 816/331-6934.

NEBRASKA MOTOCROSS - Cornhusker MX Circuit, Alma. Info: 308/345-3744.

* NEW YORK MOTOCROSS - Western New York Motocross Inc., Auburn. Info: 315/784-5466 or 784-5517 or www.frozen-ocean.com.

* NEW YORK MOTOCROSS - AMA, Broome-Tioga Sports Center Inc., Binghamton. Info: 607/849-4438 or www.broome-tioga.com.

* NORTH CAROLINA HARE SCRAMBLES - Mid-East Hare Scrambles, State Line Motorcycle Club, Rock House, Morganton. Info: 704/937-9177 or 704/484-9000.

* VIRGINIA MOTOCROSS - AMA, District 13, U.S. Eastern MX Fall Series, Lake Sugar Tree, Axton. Info: 336/342-9027.

* WASHINGTON MOTOCROSS - CMC, Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.

## Nov 5-7

* IOWA ARENACROSS - Pace National Arenacross Series, Veterans Memorial Coliseum, Des Moines. Info: 817/246-7400 or www.arenacross.com.

## Nov 6-7

* TENNESSEE SUPERCROSS - AMA, Full Throttle Racing Inc., Lebanon Tennessee Fairgrounds, Lebanon. Info: 615/255-5556.

## Sat, Nov 6

* TEXAS MOTOCROSS - Village Creek Motocross Park, Shelby Road, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

## Sun, Nov 7

DELAWARE SHORT TRACK - Delmarva Short Track Championship, Delaware Motor Sports Inc. Info: 302/629-6535 or 302/422-8661.

* FLORIDA MOTOCROSS - AMA, Florida State Championship Series, Motocross of Marion County, Reddick. Info: 352/732-6697.

* INDIANA HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, Lynnville. Info: 615/859-0873 or www.msws.org.

KANSAS MOTOCROSS - Racer's Edge MX, Baxter Springs. Info: 417/833-1574.

KENTUCKY HARE SCRAMBLES - AMA, Eagle Creek MC Park, Mason Lane, Owenton. Info: 606/472-3442.

MISSOURI MOTOCROSS - Buffalo MX, Fall Series, Rnd 2. Info: 417/345-6981.

MISSOURI MOTOCROSS - Challenge Trax, CT Fall Series, Rnd 6, Kingsville. Info: 816/779-5020.

MISSOURI MOTOCROSS - HLR Motorsports Park, AMA, District 18, Moberly. Info: 660/263-4296.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Motocross, Fall/Winter Series, Taylorsville. Info: 828/758-4342 or 828/635-8635.

TEXAS MOTOCROSS - Vintage Iron 6th annual Fall Series, Evo-Sports Inc., Swan MX, Tyler. Info: 281/265-1412.

* TEXAS SHORT TRACK - Action Promotions, Action Speedway, Grand Saline. Info: 903/962-6623 or jenll@flash.net.

### Nov 12-14

* NEW YORK ARENACROSS - PACE National Arenacross Series, Pepsi Arena, Albany. Info: 817/246-7400 or www.arenacross.com.

### Nov 13-14

* TENNESSEE SUPERCROSS - AMA, Full Throttle Racing Inc., Lebanon Tennessee Fairgrounds, Lebanon. Info: 615/255-5556.

* TEXAS MOTOCROSS - Pro-Circuit Texas/Oklahoma Regional Classic, AMA, Village Creek Motocross Park, Shelby Road, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

### Sat, Nov 13

* CALIFORNIA MOTOCROSS - CMC, Marysville MX, Riverfront Park, night race, Marysville. Info: 530/695-2727 or http://marysvillemx.com.

### Sun, Nov 14

* ARIZONA MOTOCROSS - AMX, Rnd 7, Grand Canyon State Championships, Verde Valley Motorplex, Cottonwood. Info: 520/639-0387.

* CALIFORNIA MOTOCROSS - OTHG, Over The Hill Gang, Bay Area chapter, Carnegie SVRA, Tracy. Info: 408/930-5293 or www.othg.com.

DELAWARE SHORT TRACK - Delmarva Short Track Championship, Delaware Motor Sports Inc. Info: 302/629-6535 or 302/422-8661.

* FLORIDA MOTOCROSS - AMA, Florida State Championship Series, Dade City Raceway, Dade City. Info: 352/732-6697.

KANSAS MOTOCROSS - Racer's Edge MX, Baxter Springs. Info: 417/833-1574.

KANSAS HARE SCRAMBLES - Green Acres MX, KORR Hare Scramble Series, Marion. Info: 316/382-2915.

MISSOURI MOTOCROSS - Possum Hollow MX, Halltown. Info: 417/581-1977.

MISSOURI MOTOCROSS - Midwest Extreme Park, Merwin. Info: 660/267-3400.

MISSOURI MOTOCROSS - Finger Lakes State Park, AMA, District 18, Columbia. Info: 314/488-3174.

### Wed, Nov 17

NORTH CAROLINA ROAD RACE - Southeastern Mini Roadracing Association, Concord Motor Speedway, Concord. Info: 704/932-6179 or 704/784-1767.

### Nov 19-21

* MASSACHUSETTS ARENACROSS - PACE National Arenacross Series, Centrum, Worcester. Info: 817/246-7400 or www.arenacross.com.

TEXAS MOTORCYCLE SHOW - Team Powersports, Cycle World 2000 International Motorcycle Shows, Dallas Convention Center, Dallas. Info: 800/331-5706 or www.motorcycleshows.com.

### Nov 20-21

MISSOURI MOTOCROSS - Cycle World, AMA, District 18, Hawk Point. Info: 314/338-4090.

* TENNESSEE SUPERCROSS - AMA, Full Throttle Racing Inc., Lebanon Tennessee Fairgrounds, Lebanon. Info: 615/255-5556.

### Sun, Nov 21

* ARIZONA MOTOCROSS - AMX, Rnd 8, Grand Canyon State Championships, Ocotillo Raceway, Eloy. Info: 520/743-7727.

* CALIFORNIA MOTOCROSS - OTHG, Over The Hill Gang, Bay Area chapter, Oatfield, Turlock. Info: 408/930-5293 or www.othg.com.

* CALIFORNIA MOTOCROSS - California Cross Summer Series, Hangtown National Track, Prairie City SVRA. Info: 916/782-8511 or www.californiacross.com.

CALIFORNIA DUAL SPORT - 10th annual Dog Run, Team Dual Dogs, Dick Allen's Dealership, Newhall. Info: 818/701-1913.

DELAWARE SHORT TRACK - Delmarva Short Track Championship, Delaware Motor Sports Inc. Info: 302/629-6535 or 302/422-8661.

KANSAS MOTOCROSS - Racer's Edge MX, Baxter Springs. Info: 417/833-1574.

KANSAS HARE SCRAMBLES - Whoopmaster Jeeps, KORR Hare Scramble Series, Wichita. Info: 316/684-7400.

MISSOURI MOTOCROSS - Buffalo MX, Fall Series, Rnd 3. Info: 417/345-6981.

MISSOURI MOTOCROSS - Wide Open Moto-Park, Lebanon. Info: 417/588-9777.

MISSOURI MOTOCROSS - X2, Grain Valley. Info: 816/331-6934.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Motocross, Fall/Winter Series, Taylorsville. Info: 828/758-4342 or 828/635-8635.

* TENNESSEE HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, Hohenwald. Info: 615/859-0873 or www.msws.org.

TEXAS MOTOCROSS - Vintage Iron 6th annual Fall Series, Evo-Sports Inc., Bayou MX, Beaumont. Info: 281/265-1412.

* TEXAS TT - Action Promotions, Action Speedway, Grand Saline. Info: 903/962-6623 or jenll@flash.net.

* TEXAS MOTOCROSS - GNC Top Texan Series, Mosier Valley USA, Dallas/Fort Worth. Info: 214/351-9900 or www.gncmx.com.

### Nov 22-23

SOUTH CAROLINA OPEN TRACK DAYS - Club PCS, Carolina Motorsports Park, Kershaw. Info: 904/253-3726 or www.pcsdaytona.com/clubpcs.

### Mon, Nov 22

TENNESSEE MOTOCROSS - KTMXA, TNT MX Park, Milan. Info: 901/987-9633.

### Nov 26-28

CALIFORNIA MOTORCYCLE SHOW - Team Powersports, Cycle World 2000 International Motorcycle Shows, Long Beach Convention Center, Long Beach. Info: 800/331-5706 or www.motorcycleshows.com.

### Nov 27-28

* ARIZONA MOTOCROSS - AMX, Final Rounds, Grand Canyon State Championships, Speedworld, Wittman. Info: 623/815-1790.

SOUTH CAROLINA OPEN TRACK DAYS - Club PCS, Carolina Motorsports Park, Kershaw. Info: 904/253-3726 or www.pcsdaytona.com/clubpcs.

### Sun, Nov 28

ARKANSAS MOTOCROSS - Arkansas Motorsport Park, Donaldson. Info: 501/778-5712.

ARKANSAS HARE SCRAMBLES - Arkansas Hare Scrambles Series, Fort Smith. Info: ahscs@earthlink.net.

DELAWARE SHORT TRACK - Delmarva Short Track Championship, Delaware Motor Sports Inc. Info: 302/629-6535 or 302/422-8661.

ILLINOIS HARE SCRAMBLES - Charity Toys Team, Cahokia Creek Dirt Riders, White City. Info: 217/324-5069.

KANSAS MOTOCROSS - Racer's Edge MX, Baxter Springs. Info: 417/833-1574.

MISSOURI MOTOCROSS - Buffalo MX, Toys For Tots. Info: 417/345-6981.

MISSOURI MOTOCROSS - Possum Hollow MX, Halltown. Info: 417/581-1977.

## FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

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Location of event: _____

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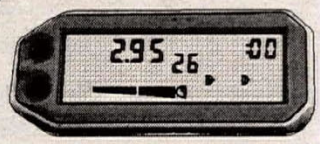
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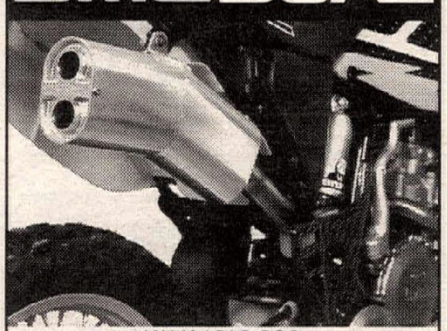

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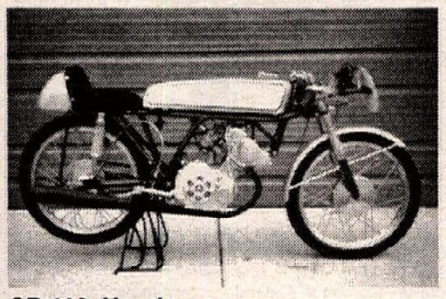

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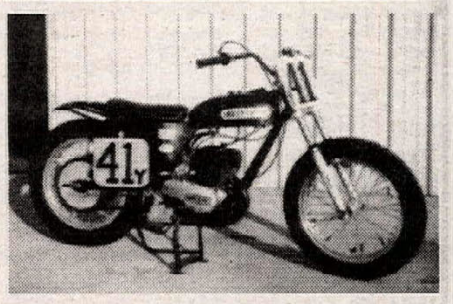

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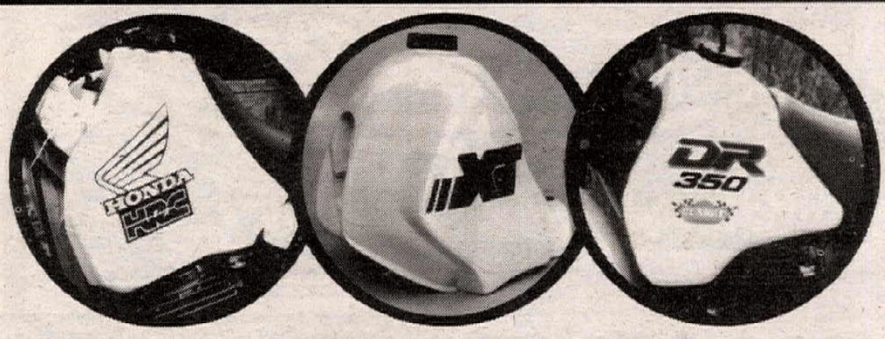


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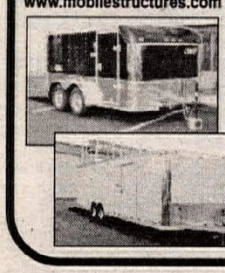

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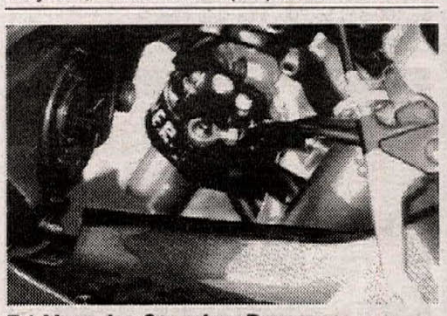

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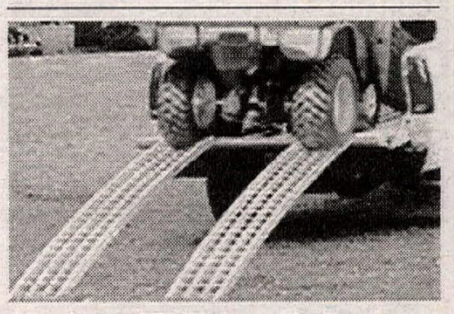

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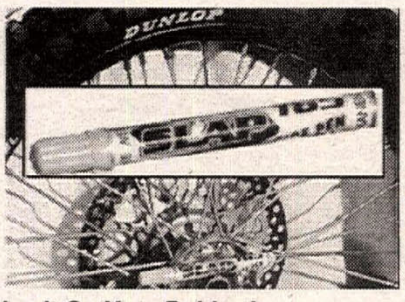


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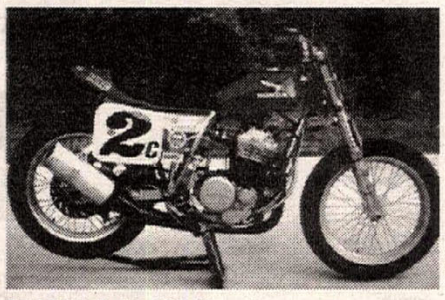


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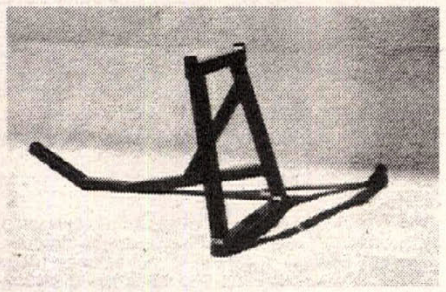

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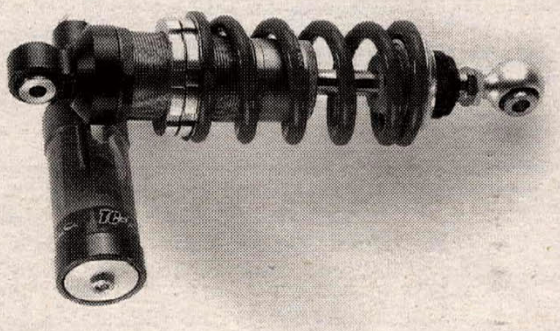

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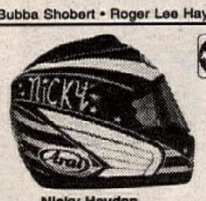

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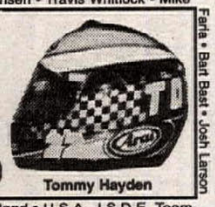

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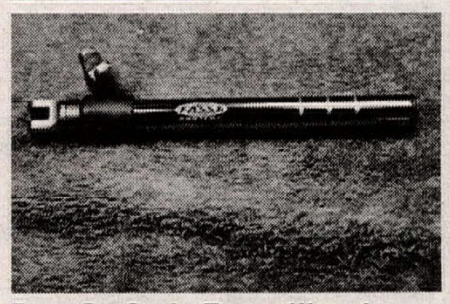

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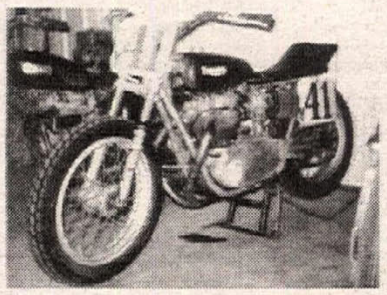

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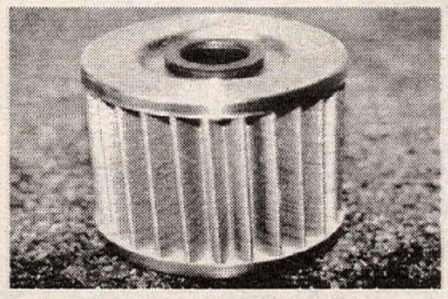

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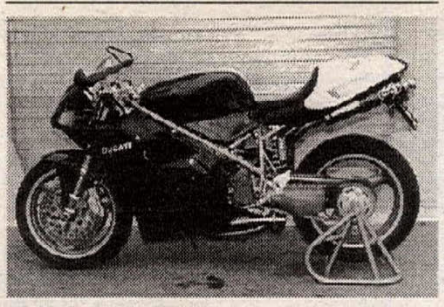

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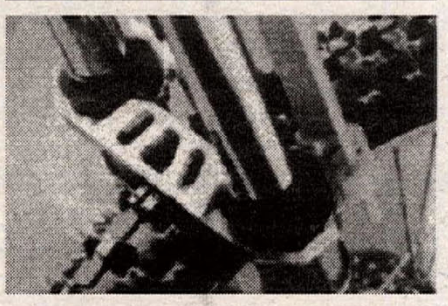

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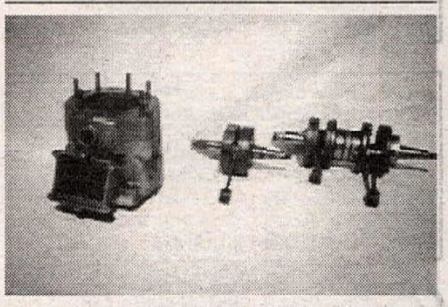

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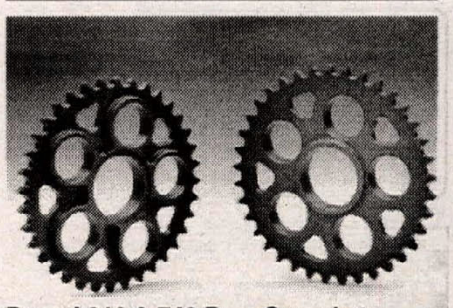

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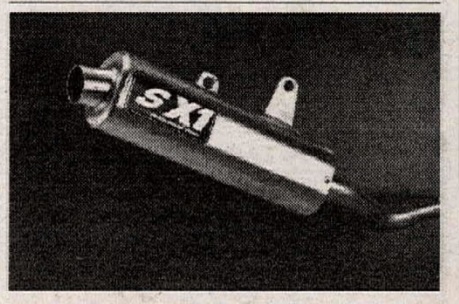


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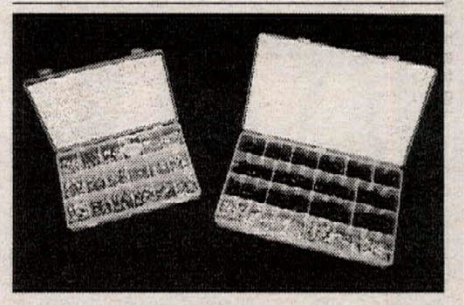

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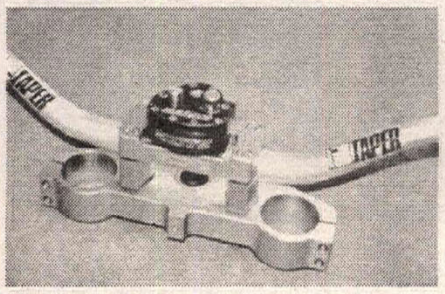


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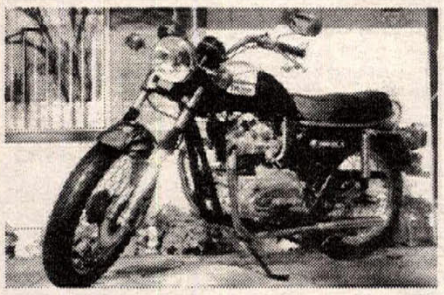

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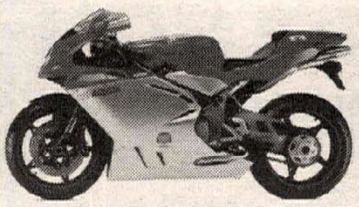

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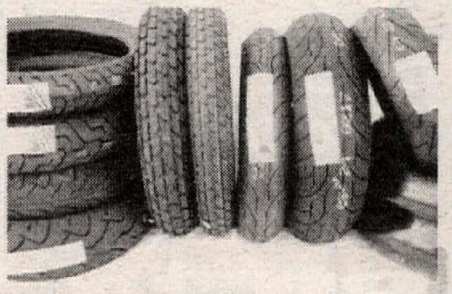

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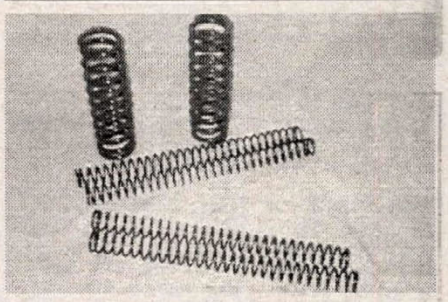

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CHRIS JONNUM

What are the qualities that make a great bench racer? A trivial question, to be sure, but an intriguing one nonetheless. There's no shortage of theories on what makes a great *motorcycle* racer, but the racer of benches - an integral fixture in the world of motorcycle riding and racing - is not examined so closely. Why are some bench racers merrily tolerated by their audiences, not unlike noisy infants at family gatherings, while a few yarn-spinners are actually surrounded by eager, enthusiastic listeners?

My Uncle Corky is a truly great bench racer. I - admittedly not impartial - would posit him as the finest ever. Corky has a true appreciation for the art, and has honed his bench-racing talents as religiously as any mere *motorcycle* racer. Still, I suspect that he's a natural, like Ronnie Lechien, for despite a nearly nonexistent training regimen and a diet of mainly beer, he never seems to tire.

In a quest to answer the above query, I recently began paying closer attention to Corky's accounts, and to his delivery. I'd like to mimic a television color commentator critiquing a great athlete in a slow-motion replay, and break down one of my uncle's favorite anecdotes - one which I've heard often enough to have memorized its every word.

"During a District-37 Shamrocks Enduro at Red Rock Canyon many years ago," my uncle unfailingly begins the tale, "your father and I found ourselves following a fellow on a Bultaco trials bike. While such squirrely mounts were not uncommon in enduros back then, we brothers Jonnum wanted nothing to do with them, instead preferring to convert big British street bikes. On this day, we were entered aboard a pair of matching Norton P-11s, each with many times the weight and displacement of the little Bull."

What's notable about this beginning is that in addition to establishing the setting and characters, Corky is careful to include an audience member in his story. This adds credibility, as the person is sure to feel pride at his or her inclusion, and to thus back up my uncle's every last detail, thinking, *Gee, I guess that is the way it happened.*

"Our booming Nortons rapidly approached the hapless rider," Corky will continue, "but since the singletrack followed a narrow ridgeback, we were unable to get around. Thus, your pop employed a technique that he practiced quite often on his big Norton (I suspect it's why he rode it in the first place): He disengaged the clutch, gave two big blasts of the throttle, then re-engaged it and tapped the hapless rider's rear tire. The Bultaco, heretofore merely unsteady, immediately gave a violent swerve to one side of the trail, bumped into a boulder, and promptly spit its nervous pilot down into the trailside ravine."

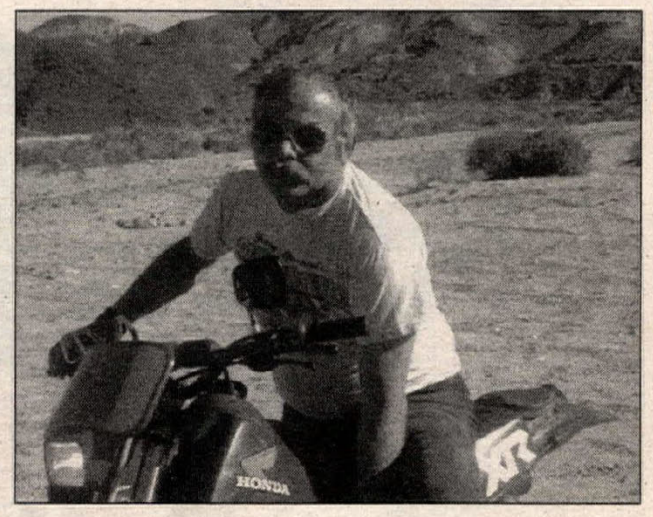
This is a prime example of another of Corky's fortes - namely, that he doesn't focus his tales on his own heroic exploits. In fact, he doesn't include himself in some of his best accounts. This is because Corky realizes that an audience is more likely to listen to - and believe - a storyteller who is not simply bragging.

"The bike," he goes on, "thanks to its trial heritage, was of better equilibrium than its rider, a truism we discovered when it landed upside down, perfectly balanced on its rear fender and handlebar."

(Here, a first-time listener will become incredulous, but I assure you that another of my uncle's bench-racing secrets is that he never lies. True, the facts are oft-times exaggerated and inflated, but again, only in the interest of a good story.)

"I can see by your expression that you already oppugn the veracity of my tale," my uncle will wisely confess at this point, thereby turning the audience's mood against the doubter. "And I must concede that I empathize. My brother and I, in fact, stopped dead in the trail that very day, more amazed by the turn of events than concerned for the rider's welfare - as will be evidenced momentarily. This account, you see, has yet to reach its most amazing point..."

We, as critical analysts, can easily discern my uncle building suspense at this point, but the helpless audience is by now a collection of obedient sheep, unwittingly entrapped in the web of Corky's vocal magic.



Corky: King of the bench racers.

"A feisty steed, the inverted Bultaco continued to idle, its rear wheel spinning away in second gear. When we eventually recovered from our stupor, we found that the rotating Barum was blocking our forward progress just as handily as a rotating buzz-saw would block James Bond's access to any damsel in distress." (Calling up such fictional images is dangerous, but remember, Corky is an expert.) "Fortunately, its insubordination would subside soon enough..." (Building suspense.)

"Now, anyone knows that Olympic gymnasts have got nothing on trials bikes and riders when it comes to adopting bizarre contortions, but apparently the wee Bultaco's designers hadn't planned on it ending up in this particular posture." (Providing scapegoats.) "How else to explain the gas cap, which wasn't really a gas cap at all, but instead a rubber stopper - not unlike a cork in a wine bottle?" (Clever word play by my uncle here, as Cork is indeed well into a wine bottle at this point.) "As you may well divine, the small amount of fuel contained in the trials bike's dainty tank was enough to dislodge the stopper from its home, and said fuel was soon emptying itself onto the dusty trail. A few seconds after the final glug, the erstwhile pesky rear wheel shuddered to a stop, and a ghostly silence - we had long since killed our own motors - settled over the desert." (Here, the audience is as quiet as Corky's desert, eagerly anticipating the narrative's conclusion.)

"Around this time, our frightened friend succeeded in extracting his head from a modest pile of boulders, and was shakily getting to his feet and taking in the scene. My sibling and I looked from the Bultaco, to its rider, to each other, and I cleared my throat and inquired, 'You okay?'" (*We're not such bad guys,* is the message here.)

"The dazed neophyte appeared to have forgotten our presence, his memory no doubt impaired by a good knock on the melon, and my query roused him somewhat from his stupor. Confused by the question, he glanced through crooked goggles at each of his limbs in turn, then returned his gaze to us, and responded querulously, 'Uhh... yeah - I... guess.'"

"With that, my brother and I gave one look at each other, nodded, booted our mighty Nortons back to life, and roared off into the distance in a cacophony of British thunder."

Yes, that's how it ends, and I can already hear the accusations: *You call* that *a great example of bench racing?* you say. *What an anticlimactic ending!*

What you fail to realize, however, is that even that is an intentional move by Corky: such endings leave the audience's thirst for lore unquenched, and thus allow him to launch into yet another of his many parables. CN

## Looking Back

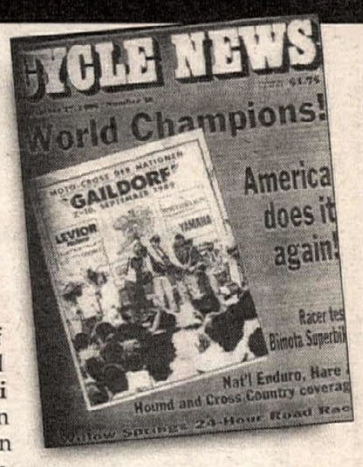
### 30 YEARS AGO... OCTOBER 7, 1969

**Jim Rice** (BSA) won the Oklahoma City National Half Mile, beating **Bart Markel** (H-D) and **Gene Romero** (Tri), but **Mert Lawwill** clinched the AMA Grand National Championship number-one plate by virtue of his sixth-place finish in the main event... **Jim O'Neal** (CZ) took over the CMC Motocross Series points lead in the 500cc Junior ranks after winning the class at Saddleback Park... Contributor Darryl Skrabak submitted a story entitled **"South Hostile to Touring Motorcyclists?"** in which he described less than hospitable treatment by the locals in several cities and towns in the deep south... **Don Emde** (Yam) won the 350cc GP class at the ACA's Anzac road race track in Palmdale, California... **Eddie Mulder** proved that he was capable on a Class A motorcycle as well as a flat-tracker when he won the Scratch Main at Costa Mesa Speedway... Overseas, **Ivan Mauger** (Jaw) retained his World Speedway Championship at Wembley Stadium in England.

### 20 YEARS AGO... OCTOBER 3, 1979

**Italy** won the Team Trophy, **Czechoslovakia** won the Silver Vase, and **Larry Roeseler** (Hus) was the top-placing American at the 54th ISDE in West Germany. American riders claimed 19 gold medals, well down from the 27 earned in the previous year's running of the event. American riders also copped 10 silver medals and four bronze medals... **Steve Eklund** (H-D) became the first privateer to win the AMA Grand National Championship since Dick Mann in 1963. Eklund clinched the title at the San Jose Mile - despite failing to make the main event - after **Jay Springsteen** (H-D) finished a disappointing seventh in the main, not enough to retain his number-one plate. **Steve Morehead** (H-D) won the race... Lone foreign entrant **Andre Malherbe** (Hon) paid a visit to the Yanks during round one of the Trans-USA Series at the Mid-Ohio series opener, and the Belgian whipped them soundly... We interviewed four-time AMA Grand National Champion **Carroll Resweber** to find out what he was up to some 17 years after his career-ending accident.

### 10 YEARS AGO... SEPTEMBER 27, 1989




Led by top-scoring American **Jeff Stanton** (Hon), Team USA won its ninth consecutive **Motocross des Nations** title in Gaildorf, Germany. Stanton was joined by **Jeff Ward** (Kaw) and **Mike Kiedrowski** (Kaw) in this edition of the American squad. **Italy** was second, and **England** third... European Editor Alan Cathcart tested the **Bimota YB4EIR Superbike** in Yugoslovia... The **Human Race Team** (Yam) ended the win streak of the **Vance & Hines Suzuki** team (Suz) during the WERA National Endurance round at Willow Springs International Raceway in Rosamond, California... They were off-roadin' like mad in this issue, as **Ed Lojak** (Yam) won round seven of the AMA Grand National Cross Country Series in Hookstown, Pennsylvania, while **Dan Smith** (KTM) won round six of the AMA National Championship Hare & Hound Series in Craig, Colorado. **Randy Hawkins** (Suz) did his thing by taking the win at round 10 of the AMA National Championship Enduro Series in Winterset, Iowa. CN

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